NHTSA
Region 7

MISSOURI
2012
ANNUAL REPORT

Missouri Department of Transportation
Traffic & Highway Safety Division
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TABLE OF CONTENTS

Foreword

Executive Summary

Program Areas

(All program funding is supported by the Regular Section 402 Grant Program unless otherwise specified.)

FY 2012 Budget and Project Listing

FOREWORD

The MoDOT mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri. The Traffic & Highway Safety Division (THSD), Office of Highway Safety (OHS), works specifically to reduce the number and severity of traffic crashes resulting in deaths and injuries. This requires the staff to work closely with state and local agencies in an attempt to develop programs which are innovative, cost efficient and, above all, effective in saving lives. This is accomplished through development and administration of the Governor's Highway Safety Program.

In keeping with this administration's philosophy to provide quality customer service, we strive to incorporate involvement from both traditional and non-traditional partners in our safety endeavors. Expanded partnerships enable us to reach a broader base of customers with the life-saving messages of traffic safety.

The accomplishments noted in this report would not have occurred without the dedication and foresight of the staff of the Office of Highway Safety, Missouri Department of Transportation. In addition, the State Highway Patrol; Statistical Analysis Center of the Patrol; Missouri Safety Center; Safety Councils; the Missouri Coalition for Roadway Safety; Southeast and Southwest Missouri Safe Communities; Missouri Advocates for Traffic Safety; Law Enforcement Traffic Safety Advisory Council (LETSAC); and Region 7, National Highway Traffic Safety Administration (NHTSA) office continually provided assistance and helped expand our creativity and scope.

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GUIDELINES
In the State of Missouri, the state highway safety program is administered through the Office of Highway Safety (OHS), a unit of the Traffic & Highway Safety Division, Missouri Department of Transportation. The Annual Report for the OHS covers those activities funded for the period October 1, 2011 through September 30, 2012. The structure of this report attempts to follow the guidelines set forth by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) Order 960-2/7510.3A.

PURPOSE
The National Highway Safety Act of 1966 charges each Governor with the responsibility of establishing a state highway safety program. The goal of the OHS is to reduce both the number and severity of traffic crashes and the deaths and injuries resulting from these crashes.

PROBLEM IDENTIFICATION
Traffic crashes are, unfortunately, an accepted part of our mobile society. In 2011, there were 142,966 traffic crashes in Missouri resulting in an economic loss to the state in excess of $3.2 billion. In these crashes, 51,061 persons were injured while another 786 lost their lives. Tragically, motor vehicle crashes are the leading cause of death for those aged 3-33.

PROBLEM SOLUTION
An annual Highway Safety Plan (HSP) is developed by the OHS utilizing statewide traffic crash data. Statistics are maintained by the Highway Patrol in a repository identified as STARS (Statewide Traffic Accident Records Systems). The Patrol's Statistical Analysis Center compiles the data into a comprehensive report known as the Traffic Safety Compendium. The Compendium contains the following statistics that enable the OHS to produce a data-driven HSP:
- Traffic safety problem areas (e.g., alcohol-related, speeding, failure to use seat belts, engineering issues);
- Geographic High Accident Locations (HAL—hot spots for traffic crashes);
- Demographics (age, gender, urban vs. rural, etc.)

STRATEGIES
State and local governmental agencies are solicited to assist in the development of countermeasure projects to address these problems. These projects are then compiled into a comprehensive traffic safety plan for the state. Federal funding to support the OHS is channeled to the state from the Section 402 Highway Safety Program within the U.S. Department of Transportation. In addition to Regular 402 funding, Missouri also received Section 154 transfer, 408, 2010, 410 SAFETEA-LU, 164, and 2011(d).

SUCCESSES/RESULTS
Since inception of the highway safety program in 1967, Missouri has witnessed a drop in the vehicle death (fatalities per 100 million vehicle miles traveled) from **6.2 to 1.1** in 2011. In fact, more people ARRIVED ALIVE on Missouri roads in 2011, the sixth year in a row with a reduction in roadway fatalities. Missouri met its goal of 850 or fewer roadway fatalities by the end of 2012—two years early! Not since 1949 has Missouri seen so few people killed in highway crashes. The new goal set by the Missouri Coalition for Roadway Safety is 700 by 2016.

Year	Overall Crashes	Injuries	Deaths
2010	151,350	54,878	821
2011	142,966	51,061	786
	<8,384	<3,817	<35

While not solely responsible for this trend, these traffic safety countermeasure projects have made dramatic strides in saving lives.

PROGRAM EVALUATION
Two types of evaluation methods are used to determine program effectiveness—administrative and impact. Administrative evaluations measure the operational efficiency of task activities relative to meeting the established goals and objectives of the project. Impact evaluations determine the extent to which the project was able to impact traffic crash involvement.

Included within this Annual Report are traffic safety countermeasure programs that have demonstrated best practices. These programs satisfy most, if not all, of the following criteria:
- They employ crash statistics to identify problem areas;
- They target high risk groups of individuals;
- They utilize knowledge & expertise of the local community to propose workable solutions;
- They apply varied resources from numerous sources;
- They are comprehensive in design; and
- They seek to modify behavior through effective enforcement, education and engineering.

INTERNAL ACTIVITIES
In addition to administering programs that are funded through state and local government agencies, OHS staff members participate in activities to further traffic safety within the state. These include, but aren't limited to:
- Production and distribution of traffic safety materials;
- Legislative tracking and review;
- Training presentations (child safety seats; safety belts; law enforcement grant applications; traffic safety programs; legislation; youth issues; etc.);
- Exhibits (safety fairs; conferences; State Fair; employer programs; etc.);
- Press conferences & media events; and
- Federal, state and local committees/boards with like-minded missions.

GRANT-FUNDED ACTIVITIES
The OHS contracts with State and Local governmental agencies to perform services designed to impact specified problem areas that result in traffic crashes. These problem areas include: Aggressive Driving, Older Drivers, Public Information and Education, Alcohol and Other Drugs, Occupant Restraints, Motorcycle Crashes, School Buses, Young Drivers, Commercial Motor Vehicles, Vulnerable Roadway Users, Engineering and Data Collection.

A total of 367 contracts were issued to grantees. Agencies are required to submit a synopsis of their grant activities for the fiscal year including the results of their efforts. Within this report we have included a sampling of some of the projects we feel were quite successful. A complete file of all annual reports is maintained within the Grants Management System housed in the OHS.

The total obligation of federal funding and expenditures by the State of Missouri for FY 2012 can be found on the following page. Detailed project amounts are provided in the Budget Addendum.

FY12 OBLIGATION AMOUNTS (as of 12-20-12)

Funding Code	Problem Area	Current 2012 Funds	Carryover From 2011	Total Available 2012	Carryover to 2013	Total Obligated 2012
402	All Traffic Safety	4,888,139.61	1,601,629.57	6,489,769.18	$ 2,747,463.76	3,742,305.42
154	Transfer Funds - AL	4,125,828.29	3,252,922.68	7,378,750.97	$ 3,973,820.52	3,404,930.45
154	Transfer Funds - HE	13,209,584.70	31,810,559.93	45,020,144.63	$ 32,380,838.33	12,639,306.30
164	Transfer Funds - AL		3,152,317.00	3,152,317.00	$ 3,152,317.00	**
164	Transfer Funds - HE	17,335,414.00	13,288,428.09	30,623,842.09	$ 19,252,224.02	11,371,618.07
408	Data Program	543,037.02	891,757.16	1,434,794.18	$ 884,390.12	550,404.06
410	Alcohol SAFETEA-LU	2,645,214.00	3,873,383.88	6,518,597.88	$ 4,183,300.87	2,335,297.01
2010	Motorcycle Safety	143,677.52	142,107.30	285,784.82	$ 162,719.64	123,065.18
2011	Child Seats	246,381.28	639,494.72	885,876.00	$ 601,579.60	284,296.40
	TOTALS	$ 43,137,276.42	$ 58,652,600.33	$101,789,876.75	$ 67,338,653.86	$ 34,451,222.89

* Seatbelt percentages from University of Central Missouri Seatbelt Usage Surveys.
** The 164 Transfer Funds - AL will be obligated when final bids for breath-alcohol testing equipment are obtained.

Seatbelt usage percentages are for drivers and passengers of automobiles, sport utility vehicles, vans, and trucks only to ensure consistency across years.

ANNUAL EVALUATION REPORT SUMMARY OF MISSOURI DATA

	Baseline Data 1995 - 1998				Progress Report Data 2004 – 2011					
	1995	*1996*	*1997*	*1998*	*2004*	*2005*	*2006*	*2007*	*2010*	*2011*
Fatalities	1,109	1,148	1,192	1,169	1,130	1,257	1,096	992	821	786
Serious Injuries (Defined as: Incapacitating Injury)	10,592	10,328	10,205	9,538	8,859	8,625	8,150	7,744	6,095	5,643
Fatalities and Serious Injuries Combined	11,701	11,476	11,397	10,707	9,989	9,882	9,246	8,736	6,916	6429
Fatality Rate / 100 million VMT	1.9	1.9	1.9	1.8	1.7	1.8	1.6	1.4	1.2	1.1
Fatality and Serious Injury Rate/ 100 million VMT	19.8	18.8	18.1	16.6	14.6	14.4	13.4	12.6	9.8	9.3
Fatality Rate / 100K Population	20.6	21.1	21.7	21.2	19.6	21.7	18.8	16.9	13.7	13.1
Fatality and Serious Injury Rate / 100K population	217.6	211.3	207.9	193.9	173.6	170.4	158.2	148.6	115.5	107.0
Alcohol-Related Fatalities	266	286	242	277	252	274	273	243	262	208
Alcohol-Related Fatalities as percentage of All Fatalities (%)	23.99%	24.92%	20.31%	23.70%	22.3%	21.80%	24.91%	24.5%	31.9	26.5
Alcohol Related Fatality Rate / 100 million VMT	0.4	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.3
Percent of Population Using Safety Belts*	unknown	unknown	unknown	60.42%	75.88%	77.41%	75.1%	77.16%	76.03%	78.95%
Percent of unbelted drivers and occupants seriously injured or killed in a crash	23.01%	22.65%	22.78%	22.83%	29.26%	30.29%	31.14	29.67	35.9%	28.0
State Population Estimates	5,378,247	5,431,553	5,481,193	5,521,765	5,754,618	5,800,310	5,842,713	5,878,415	5,988,927	6,010,688

*Seatbelt percentages from University of Central Missouri Seatbelt Usage Surveys.

Seatbelt usage percentages are for drivers and passengers of automobiles, sport utility vehicles, vans, and trucks only to ensure consistency across years.

Crash data provided by the Statistical Analysis Center, Missouri State Highway Patrol

POLICE TRAFFIC SERVICES

This program area addressed numerous traffic safety issues with an emphasis on enforcement and public education and awareness. In analyzing Missouri traffic crash data, we identified aggressive driving (including speed and all hazardous moving violations), alcohol impairment, and occupant protection as the most serious areas. The target groups causing the most crashes were shown to be drivers committing hazardous moving violations (especially speeders and drinking drivers) and young drivers under the age of 21. Countermeasure efforts were directed statewide because even though more crashes occurred in the densely populated urban areas, three-fourths of the *fatal* crashes occurred in rural areas.

A chart outlining the 14 Performance Measures is attached to this section.

BENCHMARKS

Established	Result
To decrease aggressive driving-related fatalities by 2 percent annually to: • 357 by 2011 • 350 by 2012 • 343 by 2013 • 336 by 2014 2010 aggressive driving-related fatalities = 364	In 2010, there were 364 aggressive driving-related fatalities. *The 2011 data will be available in FARS in Spring of 2013.
To decrease speed-related fatalities by 2 percent annually to: • 334 by 2011 • 327 by 2012 • 321 by 2013 • 315 by 2014 2010 speed-related fatalities = 341	In 2010, there were 341 speed-related fatalities. In 2011, there were 304, a decrease of 11%.
To increase speed-related citations/warnings made during grant-funded enforcement activities and mobilizations by 2 percent annually to: • 131,425 by 2011 • 134,053 by 2012 • 136,735 by 2013 • 139,469 by 2014 2010 speeding citations issued during grant-funded enforcement activities and mobilizations = 128,848	In 2010 there were 128,848 citations issued during grant=funded enforcement activities and mobilizations. In 2011, there were 123,847, a decrease of 4%.
To decrease fatalities involving older drivers by 2 percent annually to: • 148 by 2011 • 145 by 2012 • 142 by 2013 • 139 by 2014 2010 fatalities involving older drivers = 152	In 2010, there were 152 fatalities involving older drivers. In 2011, there were 115, a decrease of 24%.
To decrease serious injuries involving older drivers by 2 percent annually to: • 854 by 2011 • 837 by 2012 • 820 by 2013 • 803 by 2014 2010 serious injuries involving older drivers = 892	In 2010, there were 892 serious injuries involving older drivers. In 2011, there were 743, a decrease of 17%.

STRATEGIES

Continue funding speed/hazardous moving violation enforcement overtime grants with local law enforcement and the Highway Patrol	The THSD provides overtime grants to local law enforcement and the Highway Patrol to focus on speed and hazardous moving violation enforcement.
Encourage law enforcement agencies to target aggressive drivers when working statewide DWI and occupant protection mobilization campaigns	Law enforcement agencies are encouraged to focus on a number of traffic safety issues when working statewide DWI and occupant protection campaigns, including aggressive drivers.
Continue implementing targeted corridor projects (Travel Safe Zones) and Selective Traffic Enforcement Programs (STEPs) and High Enforcement Action Teams (HEAT) conducted by law enforcement agencies	Eight statewide DWI and occupant protection campaigns were conducted during the fiscal year. There were also a number of targeted corridor enforcement projects conducted at the local level by law enforcement agencies.
Continue to strategize with law enforcement and training academy partners to develop enforcement/awareness countermeasures and share their concepts and programs	The HSO contracts with state and local law enforcement academies (University of Central Missouri and Missouri Southern State University) to offer "traffic safety specific" courses.
Fund enforcement efforts in construction/work zones in the MoDOT districts and enhance the enforcement with public awareness campaigns	Enforcement efforts include work zone areas throughout the year. There was paid advertising for the Work Zone Awareness Week including radio, internet and digital ads which ran throughout the summer months.
Continue the use of speed monitoring devices (radars) and changeable message signs	MoDOT continued to use permanent and portable message signs as a tool to educate the motoring public. Several law enforcement agencies received radar units through Highway Safety grants.
Work with safety advocates and partners to assess and implement countermeasures to reduce crashes involving older drivers	The Subcommittee on Elder Mobility and Safety sponsored a strategic planning workshop and developed strategies to reduce traffic crashes involving older drivers. The strategies were adopted and will be included in *Missouri's Blueprint to Save More Lives* which will be published in FY 2013.
Maintain a database of partners that have an interest in older driver issues; keep these partners apprised of new developments and materials in this field	A database of safety partners interested in Older Driver issues is maintained by the THSD and efforts continue through that group.
Develop and distribute public informational materials to assist older drivers and their families	Fit to Drive brochures were printed and distributed. In addition, the NHTSA brochures related to specific health concerns and driving are available through THSD (e.g. stroke, diabetes, glaucoma, etc).
Implement strategies outlined in *Missouri's Blueprint to ARRIVE ALIVE*	Strategies outlined in *Missouri's Blueprint for Safer Roadways* are included in Missouri's Highway Safety Plan each year.
Train law enforcement personnel to identify signs of impairment specific to older drivers	Older Driver training specific to law enforcement is offered upon request.
Identify and promote self-assessment tools to enable older drivers to check their own driving abilities	The THSD promotes the use of self-assessment tools such as AAA Roadwise Review.
Improve the process for reporting unsafe or medically unfit drivers (revisions of forms, internal processes, and needed training)	Both the medical fitness to drive and vision forms have been updated and are currently in use. The forms will allow for better reporting of medical or vision fitness on people reported to the driver licensing authority.
Work with the Subcommittee on Elder Mobility and Safety under the Missouri Coalition for Roadway Safety to address older driver safety	The Subcommittee meets quarterly and is very active.
Develop a package of office-based screening tools that can be used by agencies involved in licensing decisions	The THSD through a contract with Washington University are piloting office based assessment tools to determine a persons' fitness to drive.

ENFORCEMENT EFFORTS

The Traffic & Highway Safety Division recognizes that enforcement efforts, when coupled with education/awareness/media activities, has a much more profound impact. The Statewide enforcement mobilization "Click it Or Ticket" was held from

May 21 through June 3, 2012, and the "Drive Sober or Get Pulled Over" mobilization was held from August 17-September 3, 2012. Law enforcement agencies put in 27,207 hours toward these efforts. The mobilizations were preceded by a media blitz and followed by a recap of the activities upon completion of the enforcement efforts.

Attached to this report is a summary of citation activity data and crash analysis for fiscal year 2012.

TRAINING
Traffic enforcement is a dynamic field. Terrorism, drug-trafficking, evolving designs of motor vehicles, and increased traffic loads make it necessary to continually train law enforcement officers on investigating crashes, making traffic stops, searching vehicles, changing laws, and technology advances. The Traffic & Highway Safety Division contracts with state and local law enforcement academies (University of Central Missouri, Missouri State Highway Patrol and, Missouri Southern State University and the Pacific Institute for Research and Evaluation) to offer "traffic safety specific" courses. A list of the courses is included at the end of this section.

In addition to the academies, training was offered by the Department of Revenue, Office of the State Courts Administrator, Missouri Office of Prosecution Services, TRHS, and the Law Enforcement Traffic Safety Advisory Council (LETSAC). Some of the training is available to more than just law enforcement agencies. OHS also offers training to first responders and EMS through the Fire Rescue Training Institute, Missouri University. Courses include Emergency Vehicle Driver Training, Traffic Control for the Emergency Responder, and Vehicle Rescue Technician.

OLDER DRIVERS
Our population is aging and older adult drivers are increasing their exposure (miles driven/year) on the highways. Fatality rates per vehicle miles traveled have been falling for society as a whole, but older drivers' rates are increasing (NHTSA, 2005). According to the 2000 Census, Missouri ranked 14th nationally with 13.5% of the population age 65 or older. A 62 percent increase is expected in this age group between 2005 and 2025, from 774,000 to 1,258,000.

Older drivers are a major concern because they are more at risk of dying in a traffic crash than younger drivers. This is due, in large part, to the fragility of older individuals. Fragility and inflexibility – natural occurrences of aging – cause older drivers to be more easily injured. These conditions cause them to be less likely to survive their injuries. Certain progressive illnesses, such as osteoporosis, atherosclerosis, Alzheimer's disease and macular degeneration, eventually cause physical weakness and/or require driving retirement due to the progressive nature of these diseases. For this reason, NHTSA lists older driver safety as a priority area for research, education, and rulemaking in the upcoming decade.

In relation to all other licensed drivers in the State, drivers 65 and over are almost equally involved in Missouri's traffic crash experience; however, older drivers do not travel as many miles or as frequently as other drivers. This may be due, in part, to the fact that older drivers tend to self-regulate. As their nighttime vision begins to deteriorate, they begin to restrict their driving to daylight hours. If they are uncomfortable or frightened driving in unfamiliar surroundings, they limit their driving to locations that are well known to them.

In 2007, there were 788,371 people licensed in Missouri who were age 65 or over. They accounted for 17.7% percent of the 4,446,471 persons licensed in Missouri. By July of 2011, 715,326 of the 4,372,541 licensed drivers in the state were 65 and older—representing 16.4% of the total licensed driver population.

Of all 2008-2010 fatal and disabling injury crashes in Missouri, 14.5% involved an older driver of a motor vehicle. In 2008-2010, 464 persons were killed and 2,792 were seriously injured in traffic crashes involving an older driver of a motor vehicle.

YOUTH PROGRAM HIGHLIGHTS
Web-Based Server Training – In December 2004, the on-line State of Missouri Alcohol Responsibility Training (SMART) was released. This web-based server training course was originally designed by the University of Nebraska-Lincoln and modified for the State of Missouri. Each interactive module presents information in a variety of ways to meet multiple learning styles. The tone is conversational, supportive, and friendly even when the focus is on consequences. The module content and presentation accommodates a wide variety of educational backgrounds. There are links to relevant laws, policies, and web sites. Self-help and review activities and exercises provide practice and the opportunity to retake until successful and include hints and helps to facilitate the learning process. Content is presented in small, incremental steps that gradually spiral toward more and more complex scenarios.

Partners in Prevention – Partners in Prevention (PIP) is Missouri's higher education substance abuse consortium. PIP's mission is to create a campus, city, and state environment that supports responsible decision making in regard to alcohol by the college students who attend Missouri's public institutions of higher education. PIP's focus is on decreasing at-risk

drinking by students on Missouri's college and university campuses. Through evaluation, funding, training technical assistance, and coalition building, PIP helps members create positive change on their college campuses.

YOUNG DRIVERS
Benchmarks

To decrease fatalities involving drivers age 15 through 20 by 2 percent annually to: • 117 by 2011 • 114 by 2012 • 112 by 2013 • 110 by 2014 2010 fatalities involving drivers age 15 through 20 = 119	In 2010 the number of fatalities involving drivers age 15 through 20 was 119. In 2011, that number increased to 147, or 24%.
To decrease disabling injuries involving drivers age 15 through 20 by 2 percent annually to: • 1,392 by 2011 • 1,364 by 2012 • 1,336 by 2013 • 1,310 by 2014 2010 disabling injuries involving drivers age 20 or younger = 1,420	In 2010, the number of disabling injuries involving drivers age 20 or younger was 1,420. In 2011, that number decreased to 1,222, or 14%.

Strategies

Continue support for peer-to-peer youth prevention and education programs to include Team Spirit Leadership Conferences and Reunion; Think First Programs (school assemblies Traffic Offenders Program, and the corporate program); *Every15 Minutes*; DWI docudramas; CHEERS university-based designated driver program and Safe Communities programs throughout the state and the statewide Battle of the Belt competition	Statewide designated driver programs previously developed remain active and continue to stress the dangers of underage drinking, lack of seat belt use and distracted driving. Fifty-four high school teams created action plans during the Team Spirit conferences to be implemented in their schools. Contact was maintained by all 23 PIP chapters to encourage CHEERS participation. The ThinkFirst staff delivered 177 presentations in 149 schools reaching over 32,000 students and continued the community/corporate and traffic offenders programs.
Continue statewide distribution of *Road Wise: Parent/Teen Safe Driving Guide* through DOR licensing offices and Highway Patrol driver examination stations and upon request	Approximately 20,000 copies of the guide were created and distributed through DOR Field Offices, MSHP Driver Examination and requests to the Highway Safety Office.
Seek out and continually assess young driver educational programs to determine the best and most cost-effective way to reach the largest number of parents and teens	The regional youth coordinators and the Missouri Coalition for Roadway Safety meet and discuss opportunities to educate parents and schools for effective means to reach teens that are learning to drive.
Continue to update, as needed, materials and Website information on young, high-risk drivers; develop materials that are especially appealing to young drivers	The SaveMOLives website and brochures continue to be updated and promoted to educate young drivers and their parents/guardians on driving behaviors.
Include information on the graduated driving license (GDL) law in materials, on the website, and within presentations	Slight changes have been made to the GDL Law in August, 2012. These updates were included in the *Road Wise Guide*.
Support projects designed to prevent underage alcohol purchase, educate law enforcement and the public about underage drinking, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., In person Server Training, SMART Web-based server training, PIRE law enforcement training, compliance checks, and multi-jurisdiction enforcement teams)	On-going training opportunities for professionals and students were provided that addressed effective environmental management strategies for decreasing the abuse of alcohol and other drugs on campus and in the community, preventing impaired driving, distracted driving and increasing seatbelt use. Training was provided by the Pacific Institute for Research and Evaluation and the Partners in Prevention Coalition for law enforcement agencies, establishments who possess a license to sell liquor and college campuses.
Conduct an annual safety belt survey of young drivers and their passengers and conduct annual law enforcement mobilizations and public awareness campaigns targeting lack of safety belt use at high schools	The Youth Seat Belt Enforcement Campaign was conducted from March 15-31, 2012. Sixty LE agencies participated and wrote 1616 seat belt citations. The Teen Safety Belt Survey was conducted between April 1 and

	April 29, 2012. A total of 29,817 observations were collected at 150 high schools statewide. Of the teenage drivers and passengers observed, 66.3% were wearing their safety belt.
Conduct an annual law enforcement campaign focused on underage drinking and driving	An underage drinking and driving law enforcement campaign was conducted in May 2012 and resulted in 99 MIP, 7 Zero Tolerance and 4 Fake ID citations.
Provide funding to support college/university prevention programs (Partners In Prevention, Partners In Environmental Change, CHEERS Designated Driver program) that focus on the development and implementation of UMC's *Drive Safe. Drive Smart* campaign	Partners in Prevention used their website and list serve to enhance on-going collaborative programming possibilities related to drinking and driving, distracted driving and seatbelt use. PIP created resources and other training materials for each of the 25 member institutions. They used established communication networks among the public institutions of higher education in Missouri and state agencies to create effective strategies for addressing the issues of drinking and driving.
Encourage strict enforcement of Missouri laws targeting young drivers (e.g., Graduated Drivers License, Zero Tolerance, Abuse and Lose)	Law enforcement continues to support the Youth Seat Belt campaign in March and the Youth Alcohol Enforcement campaign in May to target high risk, young drivers.
Promote saveMOlives website and other social marketing sites that appeal to youth (Facebook, Twitter, etc.)	Funding was used to create and distribute awareness advertisements, posters, web pages, billboards, ice chest wraps and gas pump toppers to display the messages of underage drinking, seat belt usage and distracted driving.
Provide support for the Missouri Coalition for Roadway Safety Impaired Driving Subcommittee to address underage impaired driving	The Youth Coordinator in the Traffic and Highway Safety Office continues to serve on this committee and is available to address underage drinking issues.
Implement, if possible, recommendations identified in the 2009 Statewide Underage Impaired Driving Strategic Advance	Strategies are discussed and recommendations are implemented as plans of action are outlined.
Promote the Never Say Never seat belt campaign, Battle of the Belt, and the youth alcohol campaigns; modify or enhance campaigns as needed to keep a fresh approach for the teen audience	The "Never Say Never" teen seat belt message and "Zero Tolerance" underage drinking message continue to be used to relay messages to high-risk groups. The Battle of the Belt Competition is conducted annually involving approximately 150 schools statewide.

EFFICIENCY AND PRODUCTIVITY

The Traffic and Highway Safety Division contracted with the Regional Justice Information System (REJIS) to develop a web-based contract management system. The system was completed in 2002 and available for application submission for 2003 grants. This is the seventh year that the Annual Report could be completed on line, which continues to streamline our process.

Planning was undertaken in 2007 to start a rewrite process of the current grants management system. A complete review was conducted by staff at REJIS to determine the needs of OHS staff to begin the migration to a complete web-based grants management system. REJIS prepared a new design document outlining the changes necessary to change to the new technology. This rewrite has been completed and was available for the processing of 2010 grants online.

2011 Performance Measures

	2005	2006	2007	2008	2009	2010			2011		
	Statewide	Statewide	Statewide	Statewide	Statewide	Urban	Rural	Statewide	Urban	Rural	Statewide
Fatalities (actual)	1,257	1,096	992	960	878	330	491	821	290	494	784
Fatality Rate per 100M VMT (statewide; urban; rural)	1.83	1.59	1.43	1.41	1.29	0.93	1.39	1.16	*	*	*
Number of serious (disabling) injuries	8,624	8,151	7,744	6,932	6,539		6,096			5,643	
Number of fatalities involving drivers or motorcycle operators with .08 BAC or above	420	386	333	314	302		258			258	
Number of unrestrained passenger vehicle occupant fatalities	621	576	478	489	425		392			370	
Number of speeding-related fatalities	510	457	411	426	366		324			310	
Number of motorcyclist fatalities	88	93	91	107	84		93			82	
Number of un-helmeted motorcyclist fatalities	14	12	14	12	16		11			10	
Number of drivers age 20 or younger involved in fatal crashes	186	167	135	120	106		88			133	
Number of pedestrian fatalities	92	78	79	66	71		57			75	
Percent observed belt use for passenger vehicles--front seat outboard occupants	77%	75%	77%	76%	77%		76%			79%	
Number of seat belt citations issued during grant-funded enforcement activities	NA	14,948	17,513	20,244	29,034		20,278			20,401	
Number of impaired driving arrests made during grant-funded enforcement activities	NA	3,531	3,604	3,808	5,369		5,779			5,761	
Number of speeding citations issued during grant-funded enforcement activities	NA	67,478	76,471	75,812	98,453		85,890			81,055	

*Figures unavailable

Agency	Crash Type	Oct. 1, 2008 - Sept. 30, 2011 Fatal Crashes	3 Year Average Fatal Crashes	Oct. 1, 2011 - Sept. 30, 2012 Fatal Crashes	Oct. 1, 2008 - Sept. 30, 2011 Disabling Injury Crashes	3 Year Average Disabling Injury Crashes	Oct. 1, 2011 - Sept. 30, 2012 Disabling Injury Crashes	Oct. 1, 2008 - Sept. 30, 2011 Total Crashes	3 Year Average Total Crashes	Oct. 1, 2011 - Sept. 30, 2012 Total Crashes
Arnold Police Dept.	Alcohol/Drug Involved	2	0.67	0	5	1.67	0	69	23.00	26
Arnold Police Dept.	Speed - Exceeded Limit	3	1.00	0	0	0.00	1	36	12.00	7
Arnold Police Dept.	Hazardous Moving Violations	4	1.33	1	9	0.33	1	423	141.00	152
Aurora Police Dept.	Alcohol/Drug Involved	0	0.00	0	4	1.33	2	18	6.00	4
Aurora Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	1	13	4.33	2
Aurora Police Dept.	Hazardous Moving Violations	1	0.33	0	6	2.00	3	78	26.00	28
Ballwin Police Dept.	Alcohol/Drug Involved	0	0.00	0	5	1.67	4	53	17.67	18
Ballwin Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	1	16	5.33	5
Ballwin Police Dept.	Hazardous Moving Violations	0	0.00	0	3	1.00	1	408	136.00	146
Barry County Sheriff's Dept.	Alcohol/Drug Involved	13	4.33	3	5	1.67	5	203	67.67	47
Barry County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	2	0.67	0	22	7.33	4
Barry County Sheriff's Dept.	Hazardous Moving Violations	14	4.67	2	54	18.00	17	524	174.67	140
Bellefontaine Neighbors	Alcohol/Drug Involved	1	0.33	0	2	0.67	3	44	14.67	19
Bellefontaine Neighbors	Speed - Exceeded Limit	1	0.33	0	0	0.00	0	28	9.33	9
Bellefontaine Neighbors	Hazardous Moving Violations	2	0.67	0	19	0.33	1	520	173.33	140
Belton Police Dept.	Alcohol/Drug Involved	0	0.00	0	2	0.67	0	58	19.33	16
Belton Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	1	25	8.33	11
Belton Police Dept.	Hazardous Moving Violations	0	0.00	0	8	1.00	3	866	288.67	224
Billings Police Dept.	Alcohol/Drug Involved	1	0.33	0	0	0.00	0	1	0.33	1
Billings Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	0	2	0.67	0
Billings Police Dept.	Hazardous Moving Violations	1	0.33	0	1	0.33	0	18	6.00	3
Bolivar Police Dept.	Alcohol/Drug Involved	2	0.67	1	1	0.33	0	29	9.67	9
Bolivar Police Dept.	Speed - Exceeded Limit	2	0.67	0	0	0.00	0	23	7.67	5
Bolivar Police Dept.	Hazardous Moving Violations	2	0.67	1	3	1.00	1	177	59.00	48
Boone County Sheriff's	Alcohol/Drug Involved	13	4.33	4	5	1.67	5	175	58.33	47
Boone County Sheriff's	Speed - Exceeded Limit	0	0.00	1	7	2.33	0	66	22.00	19
Boone County Sheriff's	Hazardous Moving Violations	14	4.67	4	34	11.33	5	803	267.67	219
Branson Police Dept.	Alcohol/Drug Involved	1	0.33	1	2	0.67	1	70	23.33	16
Branson Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	1	35	11.67	4
Branson Police Dept.	Hazardous Moving Violations	1	0.33	0	7	1.00	3	714	238.00	230
Breckenridge Hills Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	16	5.33	1
Breckenridge Hills Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	11	3.67	0
Breckenridge Hills Police Dept.	Hazardous Moving Violations	0	0.00	0	1	0.33	0	95	31.67	33
Brentwood Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	11	3.67	4
Brentwood Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	0	4	1.33	0
Brentwood Police Dept.	Hazardous Moving Violations	1	0.33	0	0	0.00	0	186	62.00	55
Bridgeton Police Dept.	Alcohol/Drug Involved	4	1.33	0	3	1.00	0	73	24.33	22
Bridgeton Police Dept.	Speed - Exceeded Limit	2	0.67	0	0	0.00	1	54	18.00	11
Bridgeton Police Dept.	Hazardous Moving Violations	4	1.33	0	26	0.33	1	950	316.67	243
Buchanan County Sheriff's Dept.	Alcohol/Drug Involved	2	0.67	2	0	0.00	0	54	18.00	10
Buchanan County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	4	1.33	0	26	8.67	5
Buchanan County Sheriff's Dept.	Hazardous Moving Violations	2	0.67	3	19	6.33	1	390	130.00	80
Butler County Sheriff's Dept.	Alcohol/Drug Involved	8	2.67	3	13	4.33	13	152	50.67	62
Butler County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	1	4	1.33	1	25	8.33	5
Butler County Sheriff's Dept.	Hazardous Moving Violations	10	3.33	1	36	12.00	10	497	165.67	130
Byrnes Mill Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	7	2.33	2
Byrnes Mill Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	3	1.00	0
Byrnes Mill Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	66	22.00	14
Callaway County Sheriff's Dept.	Alcohol/Drug Involved	11	3.67	2	5	1.67	5	124	41.33	33
Callaway County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	1	7	2.33	2	37	12.33	9
Callaway County Sheriff's Dept.	Hazardous Moving Violations	8	2.67	3	38	12.67	17	744	248.00	198
Calverton Park Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	2	0.67	0
Calverton Park Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	5	1.67	0
Calverton Park Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	23	7.67	8
Camden County Sheriff's	Alcohol/Drug Involved	9	3.00	3	11	3.67	11	109	36.33	48
Camden County Sheriff's	Speed - Exceeded Limit	0	0.00	2	3	1.00	2	27	9.00	14
Camden County Sheriff's	Hazardous Moving Violations	11	3.67	3	51	17.00	12	466	155.33	105
Canton Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0
Canton Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
Canton Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	0	0.00	0
Cape Girardeau County Sheriff's	Alcohol/Drug Involved	5	1.67	0	6	2.00	6	116	38.67	34
Cape Girardeau County Sheriff's	Speed - Exceeded Limit	0	0.00	0	2	0.67	1	8	2.67	3
Cape Girardeau County Sheriff's	Hazardous Moving Violations	9	3.00	1	35	11.67	11	389	129.67	109
Cape Girardeau Police	Alcohol/Drug Involved	1	0.33	1	6	2.00	1	62	20.67	24
Cape Girardeau Police	Speed - Exceeded Limit	1	0.33	0	0	0.00	0	26	8.67	9
Cape Girardeau Police	Hazardous Moving Violations	2	0.67	1	8	2.67	4	1791	597.00	766
Carterville Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	6	2.00	2
Carterville Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	2	0.67	0
Carterville Police Dept.	Hazardous Moving Violations	0	0.00	0	2	0.67	0	20	6.67	1
Carthage Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.33	0	46	15.33	12
Carthage Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	10	3.33	4
Carthage Police Dept.	Hazardous Moving Violations	0	0.00	0	2	0.67	2	133	44.33	43
Caruthersville Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.33	1	38	12.67	6
Caruthersville Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	7	2.33	2
Caruthersville Police Dept.	Hazardous Moving Violations	0	0.00	0	1	0.33	0	43	14.33	11

Department	Violation									
Cass County Sheriff's Dept.	Alcohol/Drug Involved	2	0.67	6	4	1.33	4	112	37.33	33
Cass County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	1	4	1.33	0	66	22.00	24
Cass County Sheriff's Dept.	Hazardous Moving Violations	9	3.00	3	30	10.00	6	491	163.67	124
Charlack Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	3	1.00	3
Charlack Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
Charlack Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	8	2.67	1
Chesterfield Police Dept.	Alcohol/Drug Involved	1	0.33	1	11	3.67	2	108	36.00	40
Chesterfield Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	1	53	17.67	16
Chesterfield Police Dept.	Hazardous Moving Violations	0	0.00	1	12	4.00	3	1142	380.67	536
Chillicothe Police Dept.	Alcohol/Drug Involved	0	0.00	0	2	0.67	0	24	8.00	5
Chillicothe Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	9	3.00	2
Chillicothe Police Dept.	Hazardous Moving Violations	0	0.00	0	2	0.67	0	136	45.33	41
Christian County Sheriff's Dept.	Alcohol/Drug Involved	1	0.33	2	8	2.67	8	101	33.67	33
Christian County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	8	2.67	2	25	8.33	9
Christian County Sheriff's Dept.	Hazardous Moving Violations	3	1.00	2	99	33.00	27	605	201.67	215
Clark County Sheriff's Dept.	Alcohol/Drug Involved	1	0.33	0	2	0.67	2	13	4.33	6
Clark County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	2	0.67	1
Clark County Sheriff's Dept.	Hazardous Moving Violations	3	1.00	0	2	0.67	0	76	25.33	17
Clay County Sheriff's Dept.	Alcohol/Drug Involved	3	1.00	1	4	1.33	4	75	25.00	23
Clay County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	5	1.67	4	78	26.00	20
Clay County Sheriff's Dept.	Hazardous Moving Violations	7	2.33	0	7	2.33	4	357	119.00	61
Cleveland Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0
Cleveland Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
Cleveland Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	1	0.33	1
Clinton Police Dept.	Alcohol/Drug Involved	0	0.00	0	2	0.67	0	34	11.33	10
Clinton Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	1	8	2.67	2
Clinton Police Dept.	Hazardous Moving Violations	1	0.33	0	5	1.67	1	217	72.33	70
Cole County Sheriff's Dept.	Alcohol/Drug Involved	5	1.67	1	2	0.67	2	110	36.67	20
Cole County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	4	1.33	1	28	9.33	6
Cole County Sheriff's Dept.	Hazardous Moving Violations	1	0.33	0	27	9.00	2	378	126.00	111
Columbia Police Dept.	Alcohol/Drug Involved	7	2.33	1	22	7.33	9	413	137.67	117
Columbia Police Dept.	Speed - Exceeded Limit	8	2.67	0	0	0.00	2	163	54.33	32
Columbia Police Dept.	Hazardous Moving Violations	8	2.67	1	47	15.67	5	2177	725.67	409
Crawford Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0
Crawford Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
Crawford Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	0	0.00	0
Creve Coeur Police Dept.	Alcohol/Drug Involved	2	0.67	0	3	1.00	1	73	24.33	24
Creve Coeur Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	19	6.33	1
Creve Coeur Police Dept.	Hazardous Moving Violations	0	0.00	0	10	3.33	1	1077	359.00	406
Crystal City Police Dept.	Alcohol/Drug Involved	1	0.33	0	2	0.67	0	18	6.00	3
Crystal City Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	8	2.67	1
Crystal City Police Dept.	Hazardous Moving Violations	0	0.00	0	4	1.33	0	82	27.33	27
Cuba Police Dept.	Alcohol/Drug Involved	1	0.33	0	0	0.00	0	0	0.00	0
Cuba Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
Cuba Police Dept.	Hazardous Moving Violations	1	0.33	0	0	0.00	0	0	0.00	0
Dallas County Sheriff's Dept.	Alcohol/Drug Involved	5	1.67	1	0	0.00	0	51	17.00	9
Dallas County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	3	1.00	0	18	6.00	3
Dallas County Sheriff's Dept.	Hazardous Moving Violations	6	2.00	1	33	11.00	2	270	90.00	56
Des Peres Dept. of Public Safety	Alcohol/Drug Involved	1	0.33	0	1	0.33	1	30	10.00	10
Des Peres Dept. of Public Safety	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	20	6.67	3
Des Peres Dept. of Public Safety	Hazardous Moving Violations	0	0.00	1	4	1.33	0	326	108.67	129
Dexter Police Dept.	Alcohol/Drug Involved	1	0.33	0	0	0.00	0	32	10.67	6
Dexter Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	4	1.33	3
Dexter Police Dept.	Hazardous Moving Violations	1	0.33	0	1	0.33	0	137	45.67	47
Douglas Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0
Douglas Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
Douglas Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	0	0.00	0
Ellisville Police Dept.	Alcohol/Drug Involved	1	0.33	0	1	0.33	0	17	5.67	2
Ellisville Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	8	2.67	4
Ellisville Police Dept.	Hazardous Moving Violations	0	0.00	0	1	0.33	2	252	84.00	87
Eureka Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	20	6.67	8
Eureka Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	10	3.33	1
Eureka Police Dept.	Hazardous Moving Violations	0	0.00	0	5	1.67	3	186	62.00	76
Farmington Police Dept.	Alcohol/Drug Involved	2	0.67	0	6	2.00	0	49	16.33	13
Farmington Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	0	16	5.33	7
Farmington Police Dept.	Hazardous Moving Violations	2	0.67	0	7	2.33	1	348	116.00	114
Ferguson Police Dept.	Alcohol/Drug Involved	1	0.33	2	3	1.00	0	37	12.33	14
Ferguson Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	1	39	13.00	24
Ferguson Police Dept.	Hazardous Moving Violations	2	0.67	2	10	3.33	2	246	82.00	77
Festus Police Dept.	Alcohol/Drug Involved	0	0.00	1	1	0.33	4	40	13.33	12
Festus Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.33	1	14	4.67	7
Festus Police Dept.	Hazardous Moving Violations	2	0.67	0	0	0.00	3	274	91.33	91
Foristell Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	7	2.33	3
Foristell Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	3	1.00	1
Foristell Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	61	20.33	37
Franklin County Sheriff's	Alcohol/Drug Involved	18	6.00	7	19	6.33	19	301	100.33	95
Franklin County Sheriff's	Speed - Exceeded Limit	0	0.00	1	8	2.67	1	54	18.00	14

Agency	Violation Type							
Franklin County Sheriff's	Hazardous Moving Violations	17	5.67	10	154	51.33	33	1289	429.67	324
Gladstone Dept. of Public Safety	Alcohol/Drug Involved	1	0.33	0	4	1.33	0	86	28.67	23
Gladstone Dept. of Public Safety	Speed - Exceeded Limit	2	0.67	0	0	0.00	1	34	11.33	10
Gladstone Dept. of Public Safety	Hazardous Moving Violations	2	0.67	0	8	2.67	3	696	232.00	237
Glendale Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.33	0	9	3.00	3
Glendale Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	4	1.33	1
Glendale Police Dept.	Hazardous Moving Violations	0	0.00	0	1	0.33	0	30	10.00	12
Grain Valley Police Dept.	Alcohol/Drug Involved	1	0.33	1	10	3.33	1	51	17.00	12
Grain Valley Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	14	4.67	2
Grain Valley Police Dept.	Hazardous Moving Violations	1	0.33	1	5	1.67	0	137	45.67	57
Grandview Police Dept.	Alcohol/Drug Involved	1	0.33	0	6	2.00	0	106	35.33	23
Grandview Police Dept.	Speed - Exceeded Limit	2	0.67	0	0	0.00	1	69	23.00	15
Grandview Police Dept.	Hazardous Moving Violations	3	1.00	0	10	3.33	2	471	157.00	110
Greene County Sheriff's	Alcohol/Drug Involved	13	4.33	5	11	3.67	11	254	84.67	76
Greene County Sheriff's	Speed - Exceeded Limit	0	0.00	2	15	5.00	2	91	30.33	17
Greene County Sheriff's	Hazardous Moving Violations	13	4.33	7	78	26.00	24	1139	379.67	319
Harrisonville Police Dept.	Alcohol/Drug Involved	0	0.00	0	2	0.67	1	29	9.67	4
Harrisonville Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	19	6.33	6
Harrisonville Police Dept.	Hazardous Moving Violations	0	0.00	0	3	1.00	0	182	60.67	66
Hayti Police Dept.	Alcohol/Drug Involved	0	0.00	0	3	1.00	0	21	7.00	5
Hayti Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	3	1.00	2
Hayti Police Dept.	Hazardous Moving Violations	0	0.00	0	5	1.67	0	52	17.33	9
Hazelwood Police Dept.	Alcohol/Drug Involved	2	0.67	0	6	2.00	2	59	19.67	15
Hazelwood Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	1	50	16.67	15
Hazelwood Police Dept.	Hazardous Moving Violations	4	1.33	1	19	6.33	4	1149	383.00	392
Herculaneum Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	10	3.33	3
Herculaneum Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	5	1.67	1
Herculaneum Police Dept.	Hazardous Moving Violations	0	0.00	0		0.00	0	95	31.67	24
Hollister Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	12	4.00	1
Hollister Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	3	1.00	4
Hollister Police Dept.	Hazardous Moving Violations	0	0.00	0		0.00	0	128	42.67	31
Highway Safety Division	Alcohol/Drug Involved	0	0.00				0.00		0.00	
Highway Safety Division	Speed - Exceeded Limit	0	0.00				0.00		0.00	
Highway Safety Division	Hazardous Moving Violations	0	0.00				0.00		0.00	
Howell County Sheriff's Dept.	Alcohol/Drug Involved	6	2.00	2	8	2.67	8	138	46.00	42
Howell County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	9	3.00	1	24	8.00	5
Howell County Sheriff's Dept.	Hazardous Moving Violations	9	3.00	3	45	15.00	11		0.00	153
Independence Police Dept.	Alcohol/Drug Involved	6	2.00	5	59	19.67	17	526	175.33	159
Independence Police Dept.	Speed - Exceeded Limit	13	4.33	0	0	0.00	23	308	102.67	121
Independence Police Dept.	Hazardous Moving Violations	15	5.00	3	143	47.67	73	3922	1307.33	1132
Jackson County Sheriff's	Alcohol/Drug Involved	5	1.67	0	3	1.00	3	95	31.67	14
Jackson County Sheriff's	Speed - Exceeded Limit	0	0.00	0	7	2.33	0	69	23.00	12
Jackson County Sheriff's	Hazardous Moving Violations	7	2.33	1	21	7.00	2	334	111.33	61
Jackson Police Dept.	Alcohol/Drug Involved	0	0.00	0	4	1.33	1	34	11.33	9
Jackson Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	7	2.33	3
Jackson Police Dept.	Hazardous Moving Violations	0	0.00	0	7	2.33	4	372	124.00	141
Jasco-Metropolitan Police	Alcohol/Drug Involved	0	0.00				0.00		0.00	
Jasco-Metropolitan Police	Speed - Exceeded Limit	0	0.00				0.00		0.00	
Jasco-Metropolitan Police	Hazardous Moving Violations	0	0.00				0.00		0.00	
Jasper County Sheriff's	Alcohol/Drug Involved	3	1.00	1	7	2.33	7	151	50.33	54
Jasper County Sheriff's	Speed - Exceeded Limit	0	0.00	0	6	2.00	2	32	10.67	10
Jasper County Sheriff's	Hazardous Moving Violations	8	2.67	0	24	8.00	10	541	180.33	144
Jefferson City Police Dept.	Alcohol/Drug Involved	2	0.67	1	13	4.33	4	139	46.33	23
Jefferson City Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	1	37	12.33	13
Jefferson City Police Dept.	Hazardous Moving Violations	2	0.67	0	31	10.33	15	1609	536.33	562
Jefferson County Sheriff's	Alcohol/Drug Involved	26	8.67	5	22	7.33	22	573	191.00	159
Jefferson County Sheriff's	Speed - Exceeded Limit	0	0.00	4	19	6.33	5	177	59.00	66
Jefferson County Sheriff's	Hazardous Moving Violations	25	8.33	13	176	58.67	47	2198	732.67	667
Joplin Police Dept.	Alcohol/Drug Involved	6	2.00	3	12	4.00	2	223	74.33	52
Joplin Police Dept.	Speed - Exceeded Limit	2	0.67	0	0	0.00	0	72	24.00	22
Joplin Police Dept.	Hazardous Moving Violations	4	1.33	3	27	9.00	3	1891	630.33	537
Kansas City MO Board of Police	Alcohol/Drug Involved	56	18.67	9	132	44.00	25	1589	529.67	341
Kansas City MO Board of Police	Speed - Exceeded Limit	60	20.00	0	0	0.00	22	1944	648.00	408
Kansas City MO Board of Police	Hazardous Moving Violations	87	29.00	20	302	100.67	64	13947	4649.00	4010
Kennett Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.33	1	44	14.67	7
Kennett Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	14	4.67	4
Kennett Police Dept.	Hazardous Moving Violations	0	0.00	0	8	2.67	3	147	49.00	33
Kirkwood Police Dept.	Alcohol/Drug Involved	0	0.00	0	3	1.00	1	75	25.00	27
Kirkwood Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	1	27	9.00	3
Kirkwood Police Dept.	Hazardous Moving Violations	0	0.00	0	6	2.00	1	627	209.00	183
Lake St Louis Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0
Lake St Louis Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
Lake St Louis Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	0	0.00	0
Lamar Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0
Lamar Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
Lamar Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	0	0.00	0
Lawrence County Sheriff's	Alcohol/Drug Involved	8	2.67	1	12	4.00	12	101	33.67	43

Agency	Violation								
Lawrence County Sheriff's	Speed - Exceeded Limit	0	0.00	2	1	0.33	0	9	3.00	6
Lawrence County Sheriff's	Hazardous Moving Violations	6	2.00	2	54	18.00	17	372	124.00	83
Leadington Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.33	0	4	1.33	1
Leadington Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
Leadington Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	27	9.00	9
Lebanon Police Dept.	Alcohol/Drug Involved	0	0.00	0	3	1.00	1	27	9.00	11
Lebanon Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	1	13	4.33	4
Lebanon Police Dept.	Hazardous Moving Violations	0	0.00	0	12	4.00	7	460	153.33	161
Lee's Summit Police Dept.	Alcohol/Drug Involved	3	1.00	2	19	6.33	5	345	115.00	76
Lee's Summit Police Dept.	Speed - Exceeded Limit	2	0.67	0	0	0.00	5	154	51.33	31
Lee's Summit Police Dept.	Hazardous Moving Violations	6	2.00	2	55	18.33	15	2350	783.33	793
Liberty Police Dept.	Alcohol/Drug Involved	1	0.33	0	8	2.67	5	85	28.33	34
Liberty Police Dept.	Speed - Exceeded Limit	2	0.67	0	0	0.00	2	42	14.00	13
Liberty Police Dept.	Hazardous Moving Violations	2	0.67	0	45	15.00	17	1073	357.67	324
Livingston County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	0	5	1.67	5	28	9.33	14
Livingston County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	1	4	1.33	0	12	4.00	8
Livingston County Sheriff's Dept.	Hazardous Moving Violations	1	0.33	1	23	7.67	5	162	54.00	43
Manchester Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0
Manchester Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
Manchester Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	0	0.00	0
Maryland Heights Police Dept.	Alcohol/Drug Involved	1	0.33	1	4	1.33	0	138	46.00	32
Maryland Heights Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	0	42	14.00	11
Maryland Heights Police Dept.	Hazardous Moving Violations	1	0.33	1	18	6.00	1	1194	398.00	418
Missouri State Highway Patrol	Alcohol/Drug Involved	0	0.00			0.00			0.00	
Missouri State Highway Patrol	Speed - Exceeded Limit	0	0.00			0.00			0.00	
Missouri State Highway Patrol	Hazardous Moving Violations	0	0.00			0.00			0.00	
Moberly Police Dept.	Alcohol/Drug Involved	0	0.00	0	2	0.67	0	34	11.33	5
Moberly Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	16	5.33	3
Moberly Police Dept.	Hazardous Moving Violations	0	0.00	1	1	0.33	0	398	132.67	122
Moline Acres Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	3	1.00	0
Moline Acres Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	0	4	1.33	0
Moline Acres Police Dept.	Hazardous Moving Violations	1	0.33	0	0	0.00	0	28	9.33	6
Monett Police Dept.	Alcohol/Drug Involved	0	0.00	0	4	1.33	0	43	14.33	17
Monett Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	0	12	4.00	1
Monett Police Dept.	Hazardous Moving Violations	1	0.33	1	5	1.67	1	176	58.67	42
Morgan Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0
Morgan Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
Morgan Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	0	0.00	0
Mountain View Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	2	0.67	1
Mountain View Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	4	1.33	0
Mountain View Police Dept.	Hazardous Moving Violations	0	0.00	1	2	0.67	0	28	9.33	10
Neosho Police Dept.	Alcohol/Drug Involved	1	0.33	0	2	0.67	2	29	9.67	15
Neosho Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	7	2.33	5
Neosho Police Dept.	Hazardous Moving Violations	0	0.00	0	3	1.00	2	204	68.00	42
Nevada Police Dept.	Alcohol/Drug Involved	2	0.67	0	0	0.00	0	0	0.00	0
Nevada Police Dept.	Speed - Exceeded Limit	1	0.33	0		0.00	0	0	0.00	0
Nevada Police Dept.	Hazardous Moving Violations	2	0.67	0	0	0.00	0	0	0.00	0
Newton County Sheriff's	Alcohol/Drug Involved	7	2.33	0	8	2.67	8	164	54.67	61
Newton County Sheriff's	Speed - Exceeded Limit	0	0.00	0		0.00	1	24	8.00	6
Newton County Sheriff's	Hazardous Moving Violations	16	5.33	0	56	18.67	12	569	189.67	155
Nixa Police Dept.	Alcohol/Drug Involved	0	0.00	0	3	1.00	1	36	12.00	12
Nixa Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	8	2.67	3
Nixa Police Dept.	Hazardous Moving Violations	0	0.00	0	3	1.00	1	327	109.00	116
North Kansas City Police Dept.	Alcohol/Drug Involved	0	0.00	0	2	0.67	0	58	19.33	12
North Kansas City Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	32	10.67	4
North Kansas City Police Dept.	Hazardous Moving Violations	0	0.00	0	6	2.00	3	536	178.67	145
O'Fallon Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0
O'Fallon Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
O'Fallon Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	0	0.00	0
Olivette Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.33	1	13	4.33	7
Olivette Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	1	11	3.67	3
Olivette Police Dept.	Hazardous Moving Violations	0	0.00	0	3	1.00	1	167	55.67	56
Oronogo Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	1	0.33	0
Oronogo Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	1	0.33	0
Oronogo Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	5	1.67	0
Osage Beach	Alcohol/Drug Involved	0	0.00	0	1	0.33	0	18	6.00	4
Osage Beach	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	3	1.00	1
Osage Beach	Hazardous Moving Violations	0	0.00	0	4	1.33	1	281	93.67	78
Overland Police Dept.	Alcohol/Drug Involved	0	0.00	0	5	1.67	0	97	32.33	24
Overland Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	1	53	17.67	21
Overland Police Dept.	Hazardous Moving Violations	0	0.00	0	8	2.67	1	463	154.33	164
Ozark Police Dept.	Alcohol/Drug Involved	1	0.33	0	2	0.67	0	40	13.33	14
Ozark Police Dept.	Speed - Exceeded Limit	3	1.00	0	0	0.00	1	20	6.67	6
Ozark Police Dept.	Hazardous Moving Violations	0	0.00	2	15	5.00	7	483	161.00	146
Pacific Police Dept.	Alcohol/Drug Involved	1	0.33	0	2	0.67	0	13	4.33	3
Pacific Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	1	9	3.00	3
Pacific Police Dept.	Hazardous Moving Violations	0	0.00	0	2	0.67	1	127	42.33	35

Department	Violation									
Peculiar Police Dept.	Alcohol/Drug Involved	1	0.33	0	0	0.00	1	16	5.33	7
Peculiar Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	1	11	3.67	5
Peculiar Police Dept.	Hazardous Moving Violations	0	0.00	0	1	0.33	1	64	21.33	29
Pemiscot County Sheriff's Dept.	Alcohol/Drug Involved	3	1.00	1	1	0.33	1	61	20.33	12
Pemiscot County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	3	1.00	2	15	5.00	3
Pemiscot County Sheriff's Dept.	Hazardous Moving Violations	4	1.33	0	18	6.00	8	214	71.33	47
Pettis County Sheriff's Dept.	Alcohol/Drug Involved	6	2.00	0	5	1.67	5	100	33.33	24
Pettis County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	1	2	0.67	3	24	8.00	18
Pettis County Sheriff's Dept.	Hazardous Moving Violations	8	2.67	3	27	9.00	6	433	144.33	80
Pevely Police Dept.	Alcohol/Drug Involved	0	0.00	0	2	0.67	0	22	7.33	1
Pevely Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	6	2.00	2
Pevely Police Dept.	Hazardous Moving Violations	0	0.00	0	3	1.00	0	170	56.67	29
Phelps County Sheriff's Dept.	Alcohol/Drug Involved	4	1.33	4	8	2.67	8	122	40.67	43
Phelps County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	1	8	2.67	2	36	12.00	11
Phelps County Sheriff's Dept.	Hazardous Moving Violations	10	3.33	8	44	14.67	11	742	247.33	176
Pike County Sheriff's Dept.	Alcohol/Drug Involved	5	1.67	1	4	1.33	4	31	10.33	10
Pike County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	1	0.33	0	5	1.67	1
Pike County Sheriff's Dept.	Hazardous Moving Violations	2	0.67	4	19	6.33	5	153	51.00	42
Platte County Sheriff's	Alcohol/Drug Involved	2	0.67	0	0	0.00	0	57	19.00	17
Platte County Sheriff's	Speed - Exceeded Limit	0	0.00	1	4	1.33	2	34	11.33	12
Platte County Sheriff's	Hazardous Moving Violations	1	0.33	2	16	5.33	3	400	133.33	89
Pleasant Hill Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.33	1	18	6.00	10
Pleasant Hill Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	2	5	1.67	8
Pleasant Hill Police Dept.	Hazardous Moving Violations	0	0.00	0	2	0.67	5	69	23.00	19
Potosi Police Dept.	Alcohol/Drug Involved	0	0.00	0	2	0.67	1	9	3.00	9
Potosi Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	0	2	0.67	1
Potosi Police Dept.	Hazardous Moving Violations	0	0.00	0	1	0.33	1	44	14.67	18
Raymore Police Dept.	Alcohol/Drug Involved	1	0.33	0	1	0.33	0	31	10.33	8
Raymore Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	0	25	8.33	4
Raymore Police Dept.	Hazardous Moving Violations	0	0.00	0	4	1.33	0	153	51.00	40
Raytown Police Dept.	Alcohol/Drug Involved	1	0.33	0	1	0.33	0	56	18.67	22
Raytown Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	1	51	17.00	17
Raytown Police Dept.	Hazardous Moving Violations	0	0.00	0	4	1.33	2	351	117.00	122
Republic Police Dept.	Alcohol/Drug Involved	2	0.67	0	1	0.33	0	31	10.33	12
Republic Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	0	12	4.00	4
Republic Police Dept.	Hazardous Moving Violations	0	0.00	0	4	1.33	0	201	67.00	71
Richmond Heights Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.33	1	30	10.00	6
Richmond Heights Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	2	38	12.67	7
Richmond Heights Police Dept.	Hazardous Moving Violations	0	0.00	0	5	1.67	4	592	197.33	278
Riverside Police Dept.	Alcohol/Drug Involved	2	0.67	0	0	0.00	0	25	8.33	5
Riverside Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	0	12	4.00	6
Riverside Police Dept.	Hazardous Moving Violations	0	0.00	0	8	2.67	0	168	56.00	31
Rolla Police Dept.	Alcohol/Drug Involved	1	0.33	0	7	2.33	3	102	34.00	32
Rolla Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	1	45	15.00	14
Rolla Police Dept.	Hazardous Moving Violations	0	0.00	0	12	4.00	7	949	316.33	284
Scott County Sheriff's	Alcohol/Drug Involved	5	1.67	2	2	0.67	2	110	36.67	20
Scott County Sheriff's	Speed - Exceeded Limit	0	0.00	1	0	0.00	0	7	2.33	2
Scott County Sheriff's	Hazardous Moving Violations	6	2.00	2	25	8.33	9	313	104.33	84
Sedalia Police Dept.	Alcohol/Drug Involved	0	0.00	0	10	3.33	2	115	38.33	19
Sedalia Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	0	50	16.67	11
Sedalia Police Dept.	Hazardous Moving Violations	0	0.00	1	6	2.00	3	767	255.67	251
Smithville Police Dept.	Alcohol/Drug Involved	1	0.33	0	0	0.00	1	16	5.33	11
Smithville Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	0	10	3.33	3
Smithville Police Dept.	Hazardous Moving Violations	0	0.00	0	2	0.67	1	86	28.67	37
Springfield Police Dept.	Alcohol/Drug Involved	10	3.33	4	38	12.67	11	984	328.00	296
Springfield Police Dept.	Speed - Exceeded Limit	7	2.33	0	0	0.00	3	288	96.00	105
Springfield Police Dept.	Hazardous Moving Violations	0	0.00	6	58	19.33	19	4937	1645.67	1384
St. Charles City Police	Alcohol/Drug Involved	6	2.00	1	15	5.00	7	212	70.67	54
St. Charles City Police	Speed - Exceeded Limit	4	1.33	0	0	0.00	3	51	17.00	13
St. Charles City Police	Hazardous Moving Violations	0	0.00	2	32	10.67	10	1239	413.00	456
St. Charles County Sheriff's	Alcohol/Drug Involved	13	4.33	3	10	3.33	10	317	105.67	75
St. Charles County Sheriff's	Speed - Exceeded Limit	0	0.00	3	17	5.67	10	146	48.67	49
St. Charles County Sheriff's	Hazardous Moving Violations	21	7.00	8	62	20.67	24	1630	543.33	439
St. Clair Police Dept.	Alcohol/Drug Involved	0	0.00	0	2	0.67	1	26	8.67	8
St. Clair Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	1	9	3.00	3
St. Clair Police Dept.	Hazardous Moving Violations	0	0.00	2	6	2.00	2	146	48.67	53
St. John Police Dept.	Alcohol/Drug Involved	1	0.33	1	1	0.33	0	35	11.67	6
St. John Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	8	2.67	2
St. John Police Dept.	Hazardous Moving Violations	0	0.00	1	2	0.67	1	129	43.00	32
St. Joseph Police Dept.	Alcohol/Drug Involved	4	1.33	1	39	13.00	15	311	103.67	77
St. Joseph Police Dept.	Speed - Exceeded Limit	5	1.67	0	0	0.00	5	129	43.00	24
St. Joseph Police Dept.	Hazardous Moving Violations	0	0.00	1	111	37.00	32	2121	707.00	615
St. Louis County Police	Alcohol/Drug Involved	9	3.00	4	21	7.00	21	653	217.67	209
St. Louis County Police	Speed - Exceeded Limit	0	0.00	1	30	10.00	8	448	149.33	105
St. Louis County Police	Hazardous Moving Violations	24	8.00	2	142	47.33	34	6615	2205.00	1677
St. Louis Metro Police	Alcohol/Drug Involved	16	5.33	2	21	7.00	8	462	154.00	111
St. Louis Metro Police	Speed - Exceeded Limit	59	19.67	0	0	0.00	19	1323	441.00	293

Agency	Violation									
St. Louis Metro Police	Hazardous Moving Violations	0	0.00	15	143	47.67	42	8094	2698.00	2535
St. Peters Police Dept.	Alcohol/Drug Involved	1	0.33	2	10	3.33	2	141	47.00	21
St. Peters Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	3	48	16.00	10
St. Peters Police Dept.	Hazardous Moving Violations	0	0.00	1	20	6.67	8	1338	446.00	467
St. Robert Police Dept.	Alcohol/Drug Involved	3	1.00	1	3	1.00	1	55	18.33	8
St. Robert Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	1	12	4.00	1
St. Robert Police Dept.	Hazardous Moving Violations	0	0.00	0	5	1.67	1	293	97.67	79
Ste. Genevieve County Sheriff's	Alcohol/Drug Involved	1	0.33	2	0	0.00	0	79	26.33	16
Ste. Genevieve County Sheriff's	Speed - Exceeded Limit	0	0.00	0	1	0.33	0	17	5.67	5
Ste. Genevieve County Sheriff's	Hazardous Moving Violations	2	0.67	2	10	3.33	5	265	88.33	50
Stone County Sheriff's	Alcohol/Drug Involved	10	3.33	3	3	1.00	3	145	48.33	47
Stone County Sheriff's	Speed - Exceeded Limit	0	0.00	1	6	2.00	3	26	8.67	4
Stone County Sheriff's	Hazardous Moving Violations	12	4.00	2	60	20.00	15	527	175.67	170
Strafford Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.33	0	8	2.67	2
Strafford Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	1
Strafford Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	31	10.33	10
Sugar Creek Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	10	3.33	4
Sugar Creek Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	0	16	5.33	5
Sugar Creek Police Dept.	Hazardous Moving Violations	0	0.00	0	1	0.33	2	53	17.67	29
Thayer Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	0	0.00	0
Thayer Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	0	0.00	0
Thayer Police Dept.	Hazardous Moving Violations	0	0.00	0	0	0.00	0	0	0.00	0
Town & Country Police	Alcohol/Drug Involved	0	0.00	0	7	2.33	1	63	21.00	31
Town & Country Police	Speed - Exceeded Limit	0	0.00	0	0	0.00	1	16	5.33	9
Town & Country Police	Hazardous Moving Violations	0	0.00	1	17	5.67	10	0	0.00	438
Traffic & Highway Safety Div	Alcohol/Drug Involved	0	0.00		0	0.00	0	7788	2596.00	1860
Traffic & Highway Safety Div	Speed - Exceeded Limit	0	0.00		0	0.00	0	8939	2979.67	17150
Traffic & Highway Safety Div	Hazardous Moving Violations	0	0.00		0	0.00	0	51786	17262.00	5461
Troy Police Dept.	Alcohol/Drug Involved	0	0.00	1	3	1.00	4	23	7.67	10
Troy Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	6	2.00	1
Troy Police Dept.	Hazardous Moving Violations	0	0.00	0	2	0.67	1	127	42.33	51
Union Police Dept.	Alcohol/Drug Involved	1	0.33	0	1	0.33	2	53	17.67	16
Union Police Dept.	Speed - Exceeded Limit	1	0.33	0	0	0.00	0	14	4.67	0
Union Police Dept.	Hazardous Moving Violations	0	0.00	0	9	3.00	1	383	127.67	93
University City Police	Alcohol/Drug Involved	1	0.33	1	1	0.33	1	79	26.33	15
University City Police	Speed - Exceeded Limit	2	0.67	0	0	0.00	0	54	18.00	11
University City Police	Hazardous Moving Violations	0	0.00	0	3	1.00	0	426	142.00	93
University of Central Missouri DP	Alcohol/Drug Involved	0	0.00			0.00			0.00	
University of Central Missouri DP	Speed - Exceeded Limit	0	0.00			0.00			0.00	
University of Central Missouri DP	Hazardous Moving Violations	0	0.00			0.00			0.00	
University of Missouri Police Dep	Alcohol/Drug Involved	0	0.00			0.00			0.00	
University of Missouri Police Dep	Speed - Exceeded Limit	0	0.00			0.00			0.00	
University of Missouri Police Dep	Hazardous Moving Violations	0	0.00			0.00			0.00	
Velda City Police Dept.	Alcohol/Drug Involved	0	0.00	0	1	0.33	0	3	1.00	0
Velda City Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	1	0.33	3
Velda City Police Dept.	Hazardous Moving Violations	0	0.00	0	1	0.33	0	5	1.67	2
Vernon County Sheriff's Dept.	Alcohol/Drug Involved	3	1.00	2	3	1.00	3	47	15.67	21
Vernon County Sheriff's Dept.	Speed - Exceeded Limit	0	0.00	0	1	0.33	0	6	2.00	1
Vernon County Sheriff's Dept.	Hazardous Moving Violations	4	1.33	0	6	2.00	5	205	68.33	53
Washington County Sheriff's Dep	Alcohol/Drug Involved	13	4.33	4	4	1.33	4	88	29.33	38
Washington County Sheriff's Dep	Speed - Exceeded Limit	0	0.00	2	6	2.00	0	33	11.00	9
Washington County Sheriff's Dep	Hazardous Moving Violations	15	5.00	4	48	16.00	8	306	102.00	95
Washington Police Dept.	Alcohol/Drug Involved	1	0.33	0	3	1.00	1	71	23.67	24
Washington Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	13	4.33	6
Washington Police Dept.	Hazardous Moving Violations	0	0.00	1	5	1.67	0	459	153.00	157
Waynesville Police Dept.	Alcohol/Drug Involved	1	0.33	0	3	1.00	1	34	11.33	6
Waynesville Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	1	12	4.00	4
Waynesville Police Dept.	Hazardous Moving Violations	0	0.00	0	1	0.33	2	134	44.67	40
Webb City Police Dept.	Alcohol/Drug Involved	0	0.00	0	4	1.33	1	32	10.67	12
Webb City Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	14	4.67	2
Webb City Police Dept.	Hazardous Moving Violations	0	0.00	0	8	2.67	4	225	75.00	88
Webster County Sherrif's Dept.	Alcohol/Drug Involved	5	1.67	2	0	0.00	0	0	0.00	0
Webster County Sherrif's Dept.	Speed - Exceeded Limit	0	0.00	2	0	0.00	0	0	0.00	0
Webster County Sherrif's Dept.	Hazardous Moving Violations	5	1.67	4	0	0.00	0	0	0.00	0
Webster Groves Police Dept.	Alcohol/Drug Involved	0	0.00	0	6	2.00	0	72	24.00	11
Webster Groves Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	40	13.33	6
Webster Groves Police Dept.	Hazardous Moving Violations	0	0.00	0	11	3.67	4	414	138.00	112
West Plains Police Dept.	Alcohol/Drug Involved	0	0.00	0	3	1.00	0	53	17.67	15
West Plains Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	52	17.33	3
West Plains Police Dept.	Hazardous Moving Violations	0	0.00	0	5	1.67	0	330	110.00	112
Willow Springs Police Dept.	Alcohol/Drug Involved	0	0.00	0	0	0.00	0	2	0.67	2
Willow Springs Police Dept.	Speed - Exceeded Limit	0	0.00	0	0	0.00	0	4	1.33	0
Willow Springs Police Dept.	Hazardous Moving Violations	0	0.00	0	1	0.33	0	21	7.00	2

Training Report by Program

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed

Program: GENERAL
Course: BAC Type II
Location: Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-020	2012	January 24, 2012	MSHP Academy	51	17	17	0

Agency Types	Counties	Cities
MSHP	Butler, Cole, Crawford, Dunklin, Greene, Lincoln, Livingston, Macon, Madison, Osage, St. Louis	Poplar Bluff, Steelville, Malden, Chillicothe, Macon, Fredericktown, Westphalia, Kirkwood, Sunset Hills, Jefferson City - Cole County, Springfield - Greene County
Police	Franklin, Jasper, Wayne	Gerald, Carthage, Webb City
Sheriff	Boone	Columbia

Group Totals: 51   17   17   0

Location: Warrensburg

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	December 12, 2011	MSC	16	8	8	0

Agency Types	Counties	Cities
MSHP	Pettis	Sedalia
Police	Barry, Jackson, Jefferson, Oregon	Monett, Arnold, Thayer, Lees Summit - Jackson County
Sheriff	Boone	Columbia
University	Boone	Columbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	December 14, 2011	MSC	8	4	4	0

Agency Types	Counties	Cities
Police	Jackson, Jefferson	Arnold, Lees Summit - Jackson County
Sheriff	Cass	Harrisonville

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	December 15, 2011	MSC	16	6	6	0

Agency Types	Counties	Cities
Police	Cass, Jackson	Garden City, Kansas City - Jackson County, Lees Summit - Jackson County
Sheriff	Cass	Harrisonville

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	May 02, 2012	MSC	8	5	5	0

Agency Types	Counties	Cities
Police	Buchanan, Marion, St. Louis	Saint Joseph, Hannibal - Marion County, Bel-Ridge, Calverton Park

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	April 30, 2012	MSC	16	7	7	0

Agency Types	Counties	Cities
Police	Buchanan, Dunklin, Lawrence, Platte, St. Louis	Saint Joseph, Malden, Aurora, Wellston, Riverside - Platte County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	February 16, 2012	MSC	16	3	3	0

Agency Types	Counties	Cities
Police	Greene, Jackson	Kansas City - Jackson County, Springfield - Greene County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	February 13, 2012	MSC	16	6	5	1

Agency Types	Counties	Cities
MSHP	Cass, Johnson	Belton, Warrensburg
Police	Camden, Crawford, Greene	Osage Beach - Camden County, Steelville, Springfield - Greene County
Sheriff	Platte	Platte City

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	February 15, 2012	MSC	8	3	3	0

Agency Types	Counties	Cities
University	Buchanan, Crawford, St. Charles	Saint Joseph, Steelville, Saint Charles

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	June 25, 2012	MSC	16	5	5	0

Agency Types	Counties	Cities
MSHP	Jackson	Lees Summit - Jackson County
Police	Greene, Livingston	Rogersville, Chillicothe
Sheriff	Franklin, Phelps	Union, Rolla

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	June 27, 2012	MSC	8	3	3	0

Agency Types	Counties	Cities
Police	St. Charles, St. Louis	Lake Saint Louis, Florissant
Sheriff	Franklin	Union

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	June 28, 2012	MSC	16	3	3	0

Agency Types	Counties	Cities
Police	Cass, Jackson, St. Louis	Raymore, Raytown, Florissant

			Group Totals:	144	53	52	1

Course: Advanced Crash Investigation
Location: Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-035	2012	July 23, 2012	MSHP - Law Enforcement Academy	48	35	35	0

Agency Types	Counties	Cities
MSHP	Franklin, Greene, Howell, Jackson, Lincoln, Phelps, St. Charles, St. Louis City	Saint Clair, Washington, West Plains, Rolla, O Fallon, Saint Louis, Kansas City - Jackson County, Springfield - Greene County
Other	Audrain	Mexico
Police	Boone, Buchanan, Camden, Cape Girardeau, Cass, Cole, Franklin, Greene, Jefferson, Phelps, St. Louis, St. Louis City	Columbia, Saint Joseph, Osage Beach - Camden County, Cape Girardeau, Belton, Washington, Arnold, Rolla, Hazelwood, Berkeley, Chesterfield, Creve Coeur, Saint Louis, Jefferson City - Cole County, Springfield - Greene County

			Group Totals:	48	35	35	0

Course: ARIDE
Location: Columbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-019	2012	October 11, 2011	MOPS	16	13	13	0

Agency Types	Counties	Cities
MSHP	Randolph	
Police	Boone	Centralia, Columbia
Sheriff	Boone, Monroe	
Prosecuting Attorney	Jackson, Monroe, Stoddard	Kansas City - Jackson County

			Group Totals:	16	13	13	0

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed

| 12-K8-03-020 | 2012 | December 05, 2011 | MSHP Law Enforcement Academy | 16 | 21 | 21 | 0 |

Agency Types
MSHP

Police

Sheriff

Counties
Buchanan, Butler, Howell, Jackson, Macon, Phelps, St. Louis City

Jasper, Jefferson, Phelps, St. Charles

Greene, Jasper

Cities
Saint Joseph, Poplar Bluff, Willow Springs, Macon, Rolla, Saint Louis, Lees Summit - Jackson County
Carthage, Herculaneum, Rolla, Cottleville

Carthage, Springfield - Greene County

| 12-K8-03-020 | 2012 | April 17, 2012 | MSHP Law Enforcement Academy | 16 | 23 | 23 | 0 |

Agency Types
MSHP

Other

Police

Sheriff

Counties
Camden, Howell, Macon, St. Charles, Texas, Wright

Audrain, Greene

Cole, Cooper, Franklin, Miller, Randolph, Saline, Vernon

Cass, Cole

Cities
Osage Beach - Camden County, West Plains, Willow Springs, Macon, Weldon Spring, Houston, Mountain Grove - Wright County
Mexico, Springfield - Greene County

Boonville, New Haven, Eldon, Moberly, Marshall, Nevada, Jefferson City - Cole County
Harrisonville, Jefferson City - Cole County

| 12-K8-03-020 | 2012 | September 25, 201: | MSHP Law Enforcement Academy | 16 | 23 | 23 | 0 |

Agency Types
MSHP

Police

Counties
Butler, Howell, Jefferson, Lafayette, New Madrid, Randolph, St. Louis

Boone, Clinton, Cole, Cooper, Franklin, Iron, Jackson, Miller, Stoddard

Cities
Poplar Bluff, Willow Springs, Higginsville, Portageville, Moberly, Sunset Hills
Columbia, Plattsburg, Boonville, Washington, Pilot Knob, Grain Valley, Eldon, Dexter, Jefferson City - Cole County, Kansas City - Jackson County

| | | | Group Totals: | 48 | 67 | 67 | 0 |

| 12-K8-03-018 | 2012 | April 25, 2012 | Missouri Southern State University | 16 | 14 | 12 | 2 |

Agency Types
Police

Sheriff

Counties
Barry, Barton, Cass, Jasper, Taney

Jasper, Jefferson

Cities
Monett, Lamar, Harrisonville, Jasper, Joplin - Jasper County, Sarcoxie, Forsyth

| | | | Group Totals: | 16 | 14 | 12 | 2 |

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
12-K8-03-019	2012	January 26, 2012	MOPS		16	30	30	0

Agency Types	Counties	Cities
MSHP	Jackson	
Police	Cass, Clay, Jackson, Pulaski	Garden City, Pleasant Hill, North Kansas City, Kearney, Smithville, Grandview, Blue Springs, Sugar Creek, Waynesville, Lees Summit - Jackson County
Sheriff	Cass, Putnam	
Prosecuting Attorney	Jackson	Kansas City - Jackson County

			Group Totals:	16	30	30	0

Location: Springfield - Greene County

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
12-K8-03-018	2012	August 13, 2012	Missouri Southern State University		16	16	16	0

Agency Types	Counties	Cities
Police	Cass, Christian, Greene, Webster	Peculiar, Clever, Ash Grove, Marshfield, Springfield - Greene County
Sheriff	Dade, Greene, Jasper, Newton, Webster	

			Group Totals:	16	16	16	0

Course: BAC Type II Supervisor
Location: Warrensburg

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	August 27, 2012	MSC		40	10	10	0

Agency Types	Counties	Cities
MSHP	Macon	Macon
Police	Cass, Gasconade, St. Charles, St. Louis, Vernon	Raymore, Hermann, Wentzville, Pine Lawn, Richmond Heights, Nevada

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	February 06, 2012	MSC		36	11	11	0

Agency Types	Counties	Cities
MSHP	Cass, Johnson	Belton, Warrensburg
Police	Buchanan, Camden, Crawford, Greene, Jackson, St. Charles	Saint Joseph, Osage Beach - Camden County, Steelville, Saint Charles, Kansas City - Jackson County, Springfield - Greene County
Sheriff	Platte	Platte City
University	Buchanan	Saint Joseph

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	April 23, 2012	MSC	36	7	7	0

Agency Types	Counties	Cities
Police	Dunklin, Lawrence, Platte, St. Louis	Malden, Aurora, Wellston, Calverton Park, Riverside - Platte County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	December 05, 2011	MSC	40	12	12	0

Agency Types	Counties	Cities
MSHP	Pettis	Sedalia
Police	Barry, Cass, Jackson, Jefferson, Oregon	Monett, Garden City, Arnold, Thayer, Kansas City - Jackson County, Lees Summit - Jackson County
University	Boone	Columbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	June 18, 2012	MSC	40	10	10	0

Agency Types	Counties	Cities
MSHP	Jackson	Lees Summit - Jackson County
Police	Cass, Clay, Greene, Jackson, Livingston, St. Charles, St. Louis	Raymore, Liberty, Rogersville, Raytown, Chillicothe, Lake Saint Louis, Florissant
Sheriff	Franklin, Phelps	Union, Rolla

			Group Totals:	192	50	50	0

Course: BAC Type II Update
Location: Warrensburg

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	September 04, 2012	MSC	16	7	7	0

Agency Types	Counties	Cities
MSHP	Macon	Macon
Police	Gasconade, St. Charles, St. Louis, Vernon	Hermann, Wentzville, Richmond Heights, Nevada

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	September 06, 2012	MSC	16	3	3	0

Agency Types	Counties	Cities
Police	Cass, Clay, St. Louis	Raymore, Liberty, Pine Lawn

			Group Totals:	32	10	10	0

Course: BAC Type III Operator
Location:

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-018	2012	January 04, 2012	Missouri Southern State University	24	16	16	0

Agency Types	Counties	Cities
Police	Barton, Cass, Dade, Greene, Newton, Taney, Vernon	Lamar, Peculiar, Greenfield, Lockwood, Rogersville, Willard, Neosho, Forsyth, Nevada
Sheriff	Dade, Polk	

			Group Totals:	24	16	16	0

Location: Blue Springs

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	March 12, 2012	MSC	32	8	8	0

Agency Types	Counties	Cities
Police	Clinton, Jackson	Cameron - Clinton County, Grandview, Blue Springs

12-154-AL-085	2012	March 16, 2012	MSC	4	6	6	0

Agency Types	Counties	Cities
Police	Jackson	Blue Springs

12-154-AL-085	2012	March 16, 2012	MSC	4	2	2	0

Agency Types	Counties	Cities
Police	Clinton, Jackson	Cameron - Clinton County, Grandview

			Group Totals:	40	16	16	0

Location: Bolivar

12-K8-03-018	2012	September 04, 2012	MSSU	24	5	5	0

Agency Types	Counties	Cities
Police	Polk	Humansville, Bolivar
Sheriff	Polk	

			Group Totals:	24	5	5	0

Location: Branson

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	June 11, 2012	MSC	32	12	12	0

Agency Types	Counties	Cities
Police	Cass, Cedar, Christian, St. Louis, Taney, Webster	Lake Winnebago, El Dorado Springs, Clever, Pine Lawn, Hollister, Branson, Seymour

			Group Totals:	32	12	12	0

Location: Buffalo

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-018	2012	March 21, 2012	Missouri Southern State University	24	16	16	0

Agency Types	Counties	Cities
Police	Barry, Camden, Dallas, Greene	Cassville, Seligman, Richland - Camden County, Buffalo, Fair Grove, Strafford
Sheriff	Dallas, Polk	

			Group Totals:	24	16	16	0

Location: Butler

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-018	2012	September 11, 201:	MSSU	24	7	7	0

Agency Types	Counties	Cities
Police	Bates, Marion	Drexel - Bates County, Hannibal - Marion County
Sheriff	Bates	

			Group Totals:	24	7	7	0

Location: Hannibal - Marion County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	February 06, 2012	MSC SFST/Type III class	36	3	3	0

Agency Types	Counties	Cities
Police	Marion	Palmyra
Sheriff	Audrain	Mexico
State Agency	Cole	Jefferson City - Cole County

			Group Totals:	36	3	3	0

Location: Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-020	2012	July 14, 2012	MSHP - Law Enforcement Academy	0	26	26	0

Agency Types	Counties	Cities
MSHP	Cole	Jefferson City - Cole County

			Group Totals:	0	26	26	0

Location: Kirkwood

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	March 05, 2012	MSC	32	11	11	0

Agency Types	Counties	Cities
Police	Jefferson, St. Charles, St. Louis	Herculaneum, Arnold, Saint Peters, Kirkwood, Ballwin, Edmundson, Sunset Hills

			Group Totals:	32	11	11	0

Location: Liberty

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	November 28, 2011	MSC	32	8	8	0

Agency Types	Counties	Cities
Police	Cass, Clay, Putnam	Raymore, North Kansas City, Liberty, Unionville
State Agency	Jackson	Lees Summit - Jackson County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	November 30, 2011	MSC	4	3	3	0

Agency Types	Counties	Cities
Police	Putnam	Unionville
State Agency	Jackson	Lees Summit - Jackson County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	November 30, 2011	MSC	4	5	5	0

Agency Types	Counties	Cities
Police	Clay, Putnam	North Kansas City, Liberty, Unionville
State Agency	Jackson	Lees Summit - Jackson County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	November 29, 2011	MSC	4	4	4	0

Agency Types	Counties	Cities
Police	Cass, Clay	Raymore, Liberty

				Group Totals:	44	20	20	0

Location: Poplar Bluff

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	August 20, 2012	MSC	36	14	14	0

Agency Types	Counties	Cities
Police	Butler, Stoddard	Poplar Bluff, Bernie
Sheriff	Bollinger	Marble Hill

				Group Totals:	36	14	14	0

Location: Warrensburg

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	August 20, 2012	MSC	36	10	10	0

Agency Types	Counties	Cities
Police	Cass, Lafayette, Pettis, Ray	Raymore, Bates City, La Monte, Richmond
Sheriff	Henry	Clinton - Henry County
University	Johnson	Warrensburg

12-154-AL-085	2012	January 16, 2012	MSC	36	9	8	1

Agency Types	Counties	Cities
Police	Boone, Henry, Jackson, Laclede, Randolph, Ray, Saline, St. Charles	Sturgeon, Clinton - Henry County, Blue Springs, Lebanon, Clark, Wood Heights, Marshall, Saint Charles

12-154-AL-085	2012	January 20, 2012	MSC	4	9	9	0

Agency Types	Counties	Cities
MSHP	Jackson	Lees Summit - Jackson County
Police	Jackson, Johnson, Ray	Blue Springs, Warrensburg, Wood Heights
University	Johnson	Warrensburg

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	January 20, 2012	MSC	4	5	5	0

Agency Types	Counties	Cities
Police	Boone, Henry, Laclede, Randolph, Saline	Sturgeon, Clinton - Henry County, Lebanon, Clark, Marshall

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	January 20, 2012	MSC	4	1	1	0

Agency Types	Counties	Cities
Police	St. Charles	Saint Charles

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	July 30, 2012	MSC	36	13	13	0

Agency Types	Counties	Cities
Police	Jefferson, St. Louis	Hillsboro, Manchester, Maryland Heights, Pine Lawn, Jennings, Lakeshire, Bellefontaine Neighbors, Berkeley

				Group Totals:	120	47	46	1

Course: Basic Crash Investigation
Location: Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-035	2012	March 05, 2012	MSHP - Law Enforcement Academy	31	30	30	0

Agency Types	Counties	Cities
Other	Audrain	Mexico
Police	Camden, Cape Girardeau, Cass, Cole, Franklin, Jefferson, Phelps, Platte, Randolph, St. Louis, St. Louis City	Osage Beach - Camden County, Jackson, Belton, Washington, Arnold, Rolla, Hazelwood, Berkeley, Chesterfield, Creve Coeur, Sunset Hills, Jefferson City - Cole County, Kansas City - Platte County
Sheriff	Boone	Columbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-035	2012	October 21, 2011	MSHP - Law Enforcement Academy	0	30	30	0

Agency Types	Counties	Cities
MSHP	Cole	Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-035	2012	August 09, 2012	MSHP Law Enforcement Academy	0	26	26	0

Agency Types	Counties	Cities
MSHP	Cole	Jefferson City - Cole County

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
			Group Totals:	31	86	86	0

Course: Beyond the Ticket
Location: Camdenton

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-032	2012	March 12, 2012	Missouri Southern State University	7	14	14	0

Agency Types	Counties	Cities
Police	Camden, Dade, Laclede, Morgan	Camdenton, Lebanon, Versailles
Sheriff	Camden, Wright	

			Group Totals:	7	14	14	0

Course: Crash Investigation I
Location: Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-035	2012	April 09, 2012	MSHP Law Enforcement Academy	32	11	11	0

Agency Types	Counties	Cities
MSHP	Cole, Cooper, Dent, Lafayette, Perry, Ray	Boonville, Salem, Waverly, Perryville, Excelsior Springs - Ray County, Jefferson City - Cole County
Police	Boone, Jackson	Columbia, Kansas City - Jackson County, Lees Summit - Jackson County
Sheriff	Cass	Harrisonville

			Group Totals:	32	11	11	0

Location: Joplin - Jasper County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-AI-04-001	2012	January 18, 2012	MSC	20	21	21	0

Agency Types	Counties	Cities
Other	Jackson	Kansas City - Jackson County
Police	Jackson, Jasper, Newton	Joplin - Jasper County, Carthage, Duquesne, Neosho, Lees Summit - Jackson County
Sheriff	Jefferson	Hillsboro

			Group Totals:	20	21	21	0

Course: Crash Investigation II
Location: Joplin - Jasper County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-AI-04-001	2012	February 22, 2012	MSC	20	20	20	0

Agency Types	Counties	Cities
Other	Jackson	Kansas City - Jackson County
Police	Jackson, Jasper, Newton	Joplin - Jasper County, Carthage, Duquesne, Neosho, Lees Summit - Jackson County
Sheriff	Jefferson	Hillsboro

		Group Totals:	20	20	20	0

Course: Crash Investigation III
Location: Joplin - Jasper County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-AI-04-001	2012	March 21, 2012	MSC	20	21	21	0

Agency Types	Counties	Cities
Other	Jackson	Kansas City - Jackson County
Police	Jackson, Jasper, Newton	Joplin - Jasper County, Carthage, Duquesne, Neosho, Lees Summit - Jackson County
Sheriff	Jefferson	Hillsboro

		Group Totals:	20	21	21	0

Course: Crash Investigation IV
Location: Joplin - Jasper County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-AI-04-001	2012	April 18, 2012	MSC	20	21	21	0

Agency Types	Counties	Cities
Other	Jackson	Kansas City - Jackson County
Police	Jackson, Jasper, Newton	Joplin - Jasper County, Carthage, Duquesne, Neosho, Lees Summit - Jackson County
Sheriff	Jefferson	Hillsboro

		Group Totals:	20	21	21	0

Course: Crash Investigation V
Location: Joplin - Jasper County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-AI-04-001	2012	May 23, 2012	MSC	20	21	21	0

Agency Types	Counties	Cities
Other	Jackson	Kansas City - Jackson County
Police	Jackson, Jasper, Newton	Joplin - Jasper County, Carthage, Duquesne, Neosho, Lees Summit - Jackson County
Sheriff	Jefferson	Hillsboro

Group Totals: 20   21   21   0

Course: Crash Investigation VI
Location: Joplin - Jasper County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-AI-04-001	2012	June 20, 2012	MSC	20	20	20	0

Agency Types	Counties	Cities
Other	Jackson	Kansas City - Jackson County
Police	Jackson, Jasper, Newton	Joplin - Jasper County, Carthage, Duquesne, Neosho, Lees Summit - Jackson County
Sheriff	Jefferson	Hillsboro

Group Totals: 20   20   20   0

Course: Crash Reconstruction
Location: Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-035	2012	September 05, 201:	MSHP Law Enforcement Academy	15	12	12	0

Agency Types	Counties	Cities
MSHP	Boone, Douglas, Reynolds, Texas, Vernon	Columbia, Ava, Ellington, Houston, Nevada
Police	Clay, Greene, Jackson, St. Charles	Liberty, O Fallon, Kansas City - Jackson County, Springfield - Greene County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-035	2012	September 17, 201:	MSHP Law Enforcement Academy	68	30	30	0

Agency Types	Counties	Cities
MSHP	Greene, Phelps, St. Charles, St. Louis	Rolla, O Fallon, Florissant, Springfield - Greene County
Police	Boone, Buchanan, Callaway, Camden, Cape Girardeau, Cass, Greene, Jackson, Jefferson, Phelps, St. Charles, St. Louis, St. Louis City	Columbia, Saint Joseph, Fulton, Osage Beach - Camden County, Cape Girardeau, Belton, Arnold, Rolla, O Fallon, Hazelwood, Berkeley, Chesterfield, Creve Coeur, Saint Louis, Kansas City - Jackson County, Springfield - Greene County

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
				Group Totals:	83	42	42	0

Location: Joplin - Jasper County

12-AI-04-001	2012	September 10, 201:	MSC		0	16	16	0

Agency Types	Counties	Cities
Other	Jackson	Kansas City - Jackson County
Police	Jasper, Newton	Joplin - Jasper County, Duquesne, Neosho
Sheriff	Jefferson, Platte	Hillsboro, Platte City

				CEU Hours	# Part.	Passed	Failed
			Group Totals:	0	16	16	0

Course: Crash Reconstruction Prep
Location: Joplin - Jasper County

					CEU Hours	# Part.	Passed	Failed
12-AI-04-001	2012	August 23, 2012	MSC		0	13	13	0

Agency Types	Counties	Cities
Police	Jasper, St. Louis	Joplin - Jasper County, Carthage, Overland
Sheriff	Platte	Platte City

				CEU Hours	# Part.	Passed	Failed
			Group Totals:	0	13	13	0

Course: DITEP
Location: Cape Girardeau

				CEU Hours	# Part.	Passed	Failed
12-K8-03-021	2012	April 09, 2012	Missouri Police Chiefs Association	16	14	14	0

Agency Types	Counties	Cities
High School	Scott, St. Louis	Hazelwood, Sikeston - Scott County
Other	St. Francois	
Police	Cape Girardeau, Jefferson, Scott, St. Francois	Cape Girardeau, Pevely, Farmington, Sikeston - Scott County

				CEU Hours	# Part.	Passed	Failed
			Group Totals:	16	14	14	0

Location: Jefferson City - Cole County

				CEU Hours	# Part.	Passed	Failed
12-K8-03-021	2012	January 20, 2012	Missouri Police Chiefs Association	16	16	16	0

12/3/2012

Agency Types	Counties	Cities
Other	Cole, Cooper, Jefferson, Miller, Pettis	Eugene, Russellville - Cole County, Prairie Home, House Springs, Sedalia, Jefferson City - Cole County, Lake Ozark - Miller County
Police	Boone, Camden, Cole	Centralia, Lake Ozark - Camden County, Linn Creek, Jefferson City - Cole County

			Group Totals:	16	16	16	0

Location: Kirksville

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-021	2012	April 26, 2012	Missouri Police Chiefs Association	16	19	19	0

Agency Types	Counties	Cities
High School	Adair, Boone, Grundy, Linn, Macon, Randolph, Schuyler	Kirksville, Columbia, Marceline, La Plata, Moberly
Other	Linn	Marceline, Brookfield, Bucklin
Police	Adair	Kirksville
Treatment Provider	Adair, Knox	

			Group Totals:	16	19	19	0

Location: Lees Summit - Jackson County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-021	2012	February 07, 2012	Missouri Police Chiefs Association	16	38	38	0

Agency Types	Counties	Cities
High School	Carroll, Johnson, Platte	Norborne, Holden, Parkville
Other	Caldwell, Carroll, Cass, Clay, Jackson, Johnson, Saline	Braymer, Norborne, Belton, Liberty, Grain Valley, Independence, Raytown, Holden, Warrensburg, Sweet Springs, Kansas City - Jackson County, Lees Summit - Jackson County
Police	Cass, Jackson	Harrisonville, Belton, Grain Valley

			Group Totals:	16	38	38	0

Location: Pacific

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-021	2012	January 31, 2012	Missouri Police Chiefs Association	16	21	21	0

Agency Types	Counties	Cities
High School	St. Louis	Florissant, Concord - St. Louis County
Other	Franklin, St. Louis	Pacific, Maplewood, Maryland Heights, Chesterfield, Creve Coeur, Ellisville, Saint Johns, Sunset Hills, Wildwood - St. Louis County
Police	Franklin, Jefferson, St. Louis	Pacific, Herculaneum, Arnold, Ballwin, Ellisville, Saint Johns, Sunset Hills

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
			Group Totals:	16	21	21	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-021	2012	March 20, 2012	Missouri Police Chiefs Association	16	24	24	0

Agency Types	Counties	Cities
Elem School	Pulaski, Texas, Webster	Waynesville, Niangua, Summersville - Texas County
High School	Dent, Maries, McDonald, Pulaski, Texas	Salem, Belle - Maries County, Anderson, Waynesville, Houston
Police	Crawford, Dent, Maries, Phelps, Pulaski, St. Louis, Texas	Cuba, Salem, Belle - Maries County, Rolla, Saint James, Waynesville, Eureka, Houston

			Group Totals:	16	24	24	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-021	2012	March 13, 2012	Missouri Police Chiefs Association	16	26	26	0

Agency Types	Counties	Cities
Elem School	Andrew, Buchanan, Linn, Nodaway	Savannah, Saint Joseph, Bucklin, Maryville
High School	Andrew, Buchanan, Clay, Linn, Platte	Savannah, Saint Joseph, Kearney, Excelsior Springs - Clay County, Bucklin, Riverside - Platte County
Police	Andrew, Audrain, Buchanan, Clay, Platte	Savannah, Mexico, Saint Joseph, Oakview, Edgerton

			Group Totals:	16	26	26	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-021	2012	April 30, 2012	Missouri Police Chiefs Association	16	54	54	0

Agency Types	Counties	Cities
High School	Boone, Jefferson, St. Charles, St. Louis	Columbia, Kirkwood, Ferguson, Florissant, Webster Groves
Police	St. Charles, St. Louis	O Fallon, Overland, Kirkwood, Bellefontaine Neighbors, Beverly Hills, Bridgeton, Webster Groves
University	St. Louis City	
Treatment Provider	St. Charles	

			Group Totals:	16	54	54	0

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-021	2012	February 21, 2012	Missouri Police Chiefs Association	16	36	36	0

Agency Types	Counties	Cities
Elem School	Christian, Dallas, Greene, Lawrence	Nixa, Buffalo, Miller, Springfield - Greene County
High School	Christian, Lawrence, Taney	Nixa, Billings, Miller, Forsyth
Other	Christian, Lawrence, Stone	Sparta, Aurora, Blue Eye, Crane
Police	Benton, Christian, Dallas, Greene, Jasper, Lawrence, Polk, Taney, Texas	Warsaw, Nixa, Billings, Buffalo, Carthage, Miller, Bolivar, Forsyth, Houston, Springfield - Greene County

			Group Totals:	16	36	36	0

Location: Union

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-021	2012	August 06, 2012	Missouri Police Chiefs Association	16	31	31	0

Agency Types	Counties	Cities
Elem School	Franklin	Union, Washington
High School	Franklin	Union, Washington
Other	Franklin	Krakow, Union, Washington
Police	Franklin	Union

			Group Totals:	16	31	31	0

Course: DRE Training
Location: Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-020	2012	February 13, 2012	MSHP - Law Enforcement Academy	72	20	20	0

Agency Types	Counties	Cities
MSHP	Crawford, Franklin, Gentry, Jasper, Macon, New Madrid, St. Francois, Texas	Cuba, Stanberry, Oronogo, Macon, Portageville, Farmington, Houston, Sullivan - Franklin County
Police	Boone, Camden, Clay, Cooper, Franklin, Jasper, Pulaski, St. Francois	Centralia, Osage Beach - Camden County, Gladstone, Boonville, Union, Oronogo, Carterville, Duquesne, Waynesville, Farmington
Sheriff	Boone, Putnam	Columbia, Unionville

			Group Totals:	72	20	20	0

Course: DWI Crash Investigation
Location: Osage Beach - Camden County

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-018	2012	January 20, 2012	Missouri Southern State University	7	8	8	0

Agency Types	Counties	Cities
Police	Cass, Jasper, Morgan	Cleveland, Jasper, Versailles
Sheriff	Laclede	
Prosecuting Attorney	Cass	

			Group Totals:	7	8	8	0

Location: Potosi

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-018	2012	March 18, 2012	Missouri Southern State University	7	12	12	0

Agency Types	Counties	Cities
Police	Washington	Potosi
Sheriff	Jefferson, Washington	

			Group Totals:	7	12	12	0

Course: DWI Enforcement Strategies fo
Location: Potosi

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-018	2012	March 19, 2012	Missouri Southern State University	7	14	14	0

Agency Types	Counties	Cities
Police	Washington	Potosi
Sheriff	Jefferson, Washington	

			Group Totals:	7	14	14	0

Course: Emergency Vehicle Safety
Location: Eldon

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-EM-02-001	2012	December 02, 2011	MU FRTI	16	32	32	0

Agency Types	Counties	Cities
Fire	Miller, Moniteau, Morgan, Pulaski	Iberia, Eldon, Tuscumbia, California, Barnett, Rocky Mount, Dixon, Lake Ozark - Miller County, Osage Beach - Miller County

			Group Totals:	16	32	32	0

Location: Gainesville

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-EM-02-001	2012	December 08, 2011	MU FRTI	16	15	15	0

Agency Types	Counties	Cities
Fire	Ozark	Gainesville, Dora, Tecumseh, Theodosia

			Group Totals:	16	15	15	0

Location: Joplin - Jasper County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-EM-02-001	2012	November 04, 2011	MU FRTI	16	25	25	0

Agency Types	Counties	Cities
Fire	Barry, Jasper, Jefferson, McDonald, Newton, Saline	Monett, Joplin - Jasper County, Carl Junction, Carthage, Duenweg, Barnhart, Rocky Comfort, Neosho, Diamond, Seneca, Miami, Joplin - Newton County

			Group Totals:	16	25	25	0

Location: Norborne

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-EM-02-001	2012	October 28, 2011	MU FRTI	16	17	17	0

Agency Types	Counties	Cities
Fire	Carroll	Norborne, Tina

			Group Totals:	16	17	17	0

Location: Richland - Camden County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-EM-02-001	2012	December 09, 2011	MU FRTI	16	19	19	0

Agency Types	Counties	Cities
Fire	Phelps, Pulaski	Rolla, Fort Leonard Wood CDP, Laquey, Crocker, Waynesville, Richland - Pulaski County

			Group Totals:	16	19	19	0

Course: EVOC
Location: Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-034	2012	May 07, 2012	MSHP Law Enforcement Academy	44	15	15	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed

Agency Types
MSHP
Other
Police
Sheriff

Counties
Cole
Camden
Jasper, Jefferson
Boone, Cape Girardeau, Clay, Livingston, Nodaway

Cities
Jefferson City - Cole County
Camdenton
Carthage, Duquesne, Herculaneum
Columbia, Jackson, Liberty, Chillicothe, Maryville

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-034	2012	October 03, 2011	MSHP - Law Enforcement Academy	0	30	30	0

Agency Types
MSHP

Counties
Cole

Cities
Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-034	2012	October 24, 2011	MSHP - Law Enforcement Academy	44	16	16	0

Agency Types
Other
Police
Sheriff

Counties
Clay, Cole
Buchanan, Cape Girardeau, Cole, Franklin, St. Louis
Cass, Livingston, St. Francois

Cities
Gladstone, Jefferson City - Cole County
Saint Joseph, Cape Girardeau, Saint Clair, Jefferson City - Cole County, Riverview - St. Louis County
Harrisonville, Chillicothe, Farmington

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-034	2012	July 09, 2012	MSHP Law Enforcement Academy	0	26	26	0

Agency Types
MSHP

Counties
Cole

Cities
Jefferson City - Cole County

			Group Totals:	88	87	87	0

Course: High Risk Vehicle Stops
   Location:

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-032	2012	August 24, 2012	Missouri Southern	7	10	10	0

Agency Types

Counties

Cities

			Group Totals:	7	10	10	0

Location: Camdenton

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-032	2012	March 09, 2012	Missouri Southern State University	7	16	16	0

Agency Types	Counties	Cities
Police	Camden, Stone	Linn Creek, Camdenton, Hurley
Sheriff	Camden, Christian, Laclede	

				Group Totals:	7	16	16	0

Location: Joplin - Jasper County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-032	2012	August 24, 2012	MSSU	7	10	10	0

Agency Types	Counties	Cities
Police	Douglas, Greene, Jasper, Vernon	Ava, Ash Grove, Jasper, Sarcoxie, Webb City, Nevada
Sheriff	Taney	Forsyth

				Group Totals:	7	10	10	0

Course: Law Enforcement Driver Traini
Location: Carrollton

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-005	2012	November 19, 2011	MSA	8	5	5	0

Agency Types	Counties	Cities
Sheriff	Carroll	Carrollton

				Group Totals:	8	5	5	0

Location: Carthage

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-005	2012	March 23, 2012	Missouri Sheriffs' Association	8	11	11	0

Agency Types	Counties	Cities
Sheriff	Jasper	Carthage

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-005	2012	April 25, 2012	Missouri Sheriffs' Association	8	7	7	0

Agency Types	Counties	Cities

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-005	2012	June 21, 2012	Missouri Sheriffs' Association	8	3	3	0

Agency Types	Counties	Cities

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-005	2012	July 19, 2012	Missouri Sheriffs' Association	8	10	10	0

Agency Types	Counties	Cities
Sheriff	Jasper	Carthage

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-005	2012	September 06, 2012	Missouri Sheriffs' Association	8	8	8	0

Agency Types	Counties	Cities
Sheriff	Jasper	Carthage

			Group Totals:	40	39	39	0

Location: Cassville

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-005	2012	May 19, 2012	Missouri Sheriffs' Association	8	4	4	0

Agency Types	Counties	Cities

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-005	2012	May 20, 2012	Missouri Sheriffs' Association	8	4	4	0

Agency Types	Counties	Cities

			Group Totals:	16	8	8	0

Location: Clinton - Henry County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-005	2012	October 05, 2011	MSA	8	11	11	0

Agency Types	Counties	Cities
Sheriff	Henry	Clinton - Henry County

			Group Totals:	8	11	11	0

Location: Highlandville

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-005	2012	November 05, 2011	MSA	8	5	5	0

Agency Types	Counties	Cities
Sheriff	Christian	Highlandville

			Group Totals:	8	5	5	0

Location: Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	October 14, 2011	Missouri Police Chiefs Association	8	6	6	0

Agency Types	Counties	Cities
Police	Boone	Columbia

12-DE-02-003	2012	October 18, 2011	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	St. Charles	Saint Peters

12-DE-02-003	2012	October 19, 2011	Missouri Police Chiefs Association	8	5	5	0

Agency Types	Counties	Cities
Police	Franklin, Laclede	Union, Lebanon

12-DE-02-003	2012	October 20, 2011	Missouri Police Chiefs Association	8	6	6	0

Agency Types	Counties	Cities
Police	Cole	Jefferson City - Cole County

12-DE-02-003	2012	October 21, 2011	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Laclede	Lebanon

12-DE-02-003	2012	October 24, 2011	Missouri Police Chiefs Association	8	5	50	0

Agency Types	Counties	Cities
Police	Boone, Cass	Centralia, Belton

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	October 26, 2011	Missouri Police Chiefs Association	8	5	5	0

Agency Types	Counties	Cities
Police	Boone, Camden	Centralia, Osage Beach - Camden County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	October 11, 2011	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties	Cities
Police	Laclede	Lebanon

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	October 12, 2011	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties	Cities
Police	Laclede	Lebanon

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	October 13, 2011	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties	Cities
Police	Laclede	Lebanon

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	November 02, 2011	Missouri Police Chiefs Association	8	4	4	4

Agency Types	Counties	Cities
Police	Pulaski	Fort Leonard Wood CDP

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	November 03, 2011	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties	Cities
Police	Boone	Columbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	November 04, 2011	Missouri Police Chiefs Association	8	5	5	0

Agency Types	Counties	Cities
Police	Boone, Stoddard	Centralia, Bloomfield

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	November 15, 2011	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Stoddard	Bloomfield

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	November 17, 2011	Missouri Police Chiefs Association	8	2	2	0

Agency Types	Counties	Cities
Police	Lawrence	Mount Vernon

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	November 18, 2011	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Lawrence	Mount Vernon

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	November 22, 2011	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties	Cities
Police	Franklin	New Haven, Union

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	November 30, 2011	Missouri Police Chiefs Association	8	5	5	0

Agency Types	Counties	Cities
Police	Franklin, St. Louis	Washington, Bridgeton

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	December 05, 2011	Missouri Police Chiefs Association	8	2	2	0

Agency Types	Counties	Cities
Police	Warren	Warrenton

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	December 07, 2011	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Camden	Linn Creek

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	December 14, 2011	Missouri Police Chiefs Association	8	6	6	0

Agency Types	Counties	Cities
Police	Christian, Lawrence, Ste. Genevieve	Ozark, Mount Vernon, Saint Mary

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	December 15, 2011	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Clinton	Cameron - Clinton County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	December 16, 2011	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties	Cities
Police	Scott	Sikeston - Scott County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	January 10, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Stone	Reeds Spring

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	January 11, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Clinton	Cameron - Clinton County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	January 13, 2012	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties	Cities
Police	Dent	Salem

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	January 16, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Boone	Columbia

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	January 17, 2012	Missouri Police Chiefs Association	8	5	5	0

Agency Types	Counties		Cities				
Police	Benton, St. Louis		Cole Camp, Ellisville				

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	January 18, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties		Cities				
Police	Clinton		Cameron - Clinton County				

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	January 23, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties		Cities				
Police	Boone		Columbia				

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	January 24, 2012	Missouri Police Chiefs Association	8	5	5	0

Agency Types	Counties		Cities				
Police	Christian, Lawrence		Clever, Miller				

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	January 27, 2012	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties		Cities				
Police	Boone		Columbia				

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	February 03, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties		Cities				
Police	Boone		Columbia				

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	February 06, 2012	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties		Cities				
Police	Boone		Columbia				

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	February 09, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Douglas	Ava

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	February 13, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Boone	Columbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	February 15, 2012	Missouri Police Chiefs Association	8	6	6	0

Agency Types	Counties	Cities
Police	Douglas, St. Louis	Ava, Ellisville

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	February 16, 2012	Missouri Police Chiefs Association	8	6	6	0

Agency Types	Counties	Cities
Police	Boone, Randolph	Sturgeon, Clark

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	February 24, 2012	Missouri Police Chiefs Association	8	7	7	0

Agency Types	Counties	Cities
Police	Boone, Douglas	Columbia, Ava

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	February 27, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Boone	Columbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	February 28, 2012	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties	Cities
Police	Boone	Columbia

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	February 29, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Crawford	Bourbon

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	March 06, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Pike	Louisiana

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	March 08, 2012	Missouri Police Chiefs Association	8	6	6	0

Agency Types	Counties	Cities
Police	Maries, Stone	Belle - Maries County, Reeds Spring

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	March 13, 2012	Missouri Police Chiefs Association	8	2	2	0

Agency Types	Counties	Cities
Police	Pike	Louisiana

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	March 19, 2012	Missouri Police Chiefs Association	8	2	2	0

Agency Types	Counties	Cities
Police	St. Louis	Northwoods

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	March 20, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	St. Louis	Northwoods

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	March 22, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	St. Louis	Saint Ann

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	March 26, 2012	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties	Cities
Police	St. Louis	Northwoods

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	March 29, 2012	Missouri Police Chiefs Association	8	7	7	0

Agency Types	Counties	Cities
Police	St. Charles, St. Louis, Taney	Saint Peters, Northwoods, Branson

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	April 02, 2012	Missouri Police Chiefs Association	8	5	5	0

Agency Types	Counties	Cities
Police	Dent, St. Charles	Salem, Saint Peters

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	April 03, 2012	Missouri Police Chiefs Association	8	6	6	0

Agency Types	Counties	Cities
Police	Crawford, Taney	Steelville, Branson

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	April 05, 2012	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties	Cities
Police	St. Louis, Taney	Northwoods, Branson

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	April 06, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Clay	Smithville

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	April 18, 2012	Missouri Police Chiefs Association	8	6	6	0

Agency Types	Counties	Cities
Police	Lewis, Texas	La Grange, Houston

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	April 23, 2012	Missouri Police Chiefs Association	8	7	7	0

Agency Types	Counties	Cities
Police	Audrain, Phelps	Mexico, Rolla

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	April 27, 2012	Missouri Police Chiefs Association	8	6	6	0

Agency Types	Counties	Cities
Police	Cooper, Franklin	Boonville, Washington

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	April 30, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Macon, Taney	La Plata, Branson

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	August 01, 2012	Missouri Police Chiefs Association	8	6	6	0

Agency Types	Counties	Cities
Police	Clinton, St. Louis	Trimble, Ballwin

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	August 02, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	St. Louis	Ballwin

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	August 03, 2012	Missouri Police Chiefs Association	8	5	5	0

Agency Types	Counties	Cities
Police	Clay, Miller	Randolph, Tuscumbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	August 06, 2012	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties	Cities
Police	St. Louis	Frontenac

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	August 07, 2012	Missouri Police Chiefs Association	0	5	5	0

Agency Types	Counties	Cities
Police	St. Louis	Frontenac

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	August 08, 2012	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties	Cities
Police	Miller, St. Louis	Tuscumbia, Ballwin

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	August 09, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Gasconade	Hermann

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	August 14, 2012	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties	Cities
Police	St. Louis	Frontenac

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	August 16, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Dent, Franklin	Salem, Saint Clair

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	August 21, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Cass	Belton

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	August 22, 2012	Missouri Police Chiefs Association	8	3	3	3

Agency Types	Counties	Cities
Police	Monroe	Paris

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	August 23, 2012	Missouri Police Chiefs Association	8	6	6	0

Agency Types	Counties	Cities
Police	Cass, St. Louis	Belton, Ballwin

12-DE-02-003	2012	August 24, 2012	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties	Cities
Police	Boone	Columbia

12-DE-02-003	2012	August 30, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	St. Louis	Ferguson

12-DE-02-003	2012	July 05, 2012	Missouri Police Chiefs Association	8	5	5	0

Agency Types	Counties	Cities
Police	Miller, Taney	Tuscumbia, Branson

12-DE-02-003	2012	July 06, 2012	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties	Cities
Police	Cass	Belton

12-DE-02-003	2012	July 09, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Taney	Branson

12-DE-02-003	2012	July 11, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Taney	Branson

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	July 13, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Taney	Branson

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	July 18, 2012	Missouri Police Chiefs Association	8	5	5	0

Agency Types	Counties	Cities
Police	Christian, Crawford	Ozark, Steelville

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	July 26, 2012	Missouri Police Chiefs Association	8	5	5	0

Agency Types	Counties	Cities
Police	Cooper	Boonville

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	July 31, 2012	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties	Cities
Police	Cass	Belton

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	June 04, 2012	Missouri Police Chiefs Association	8	6	6	0

Agency Types	Counties	Cities
Police	Camden, Cass	Linn Creek, Belton

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	June 05, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Phelps	Rolla

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	June 06, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Marion, Miller	Hannibal - Marion County, Tuscumbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	June 08, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Taney	Branson

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	June 11, 2012	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties	Cities
Police	Crawford, Dent	Steelville, Salem

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	June 12, 2012	Missouri Police Chiefs Association	8	5	5	0

Agency Types	Counties	Cities
Police	Miller	Tuscumbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	June 13, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Clay	Oakview

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	June 14, 2012	Missouri Police Chiefs Association	8	6	6	0

Agency Types	Counties	Cities
Police	Miller, Taney	Tuscumbia, Branson

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	June 18, 2012	Missouri Police Chiefs Association	8	5	5	0

Agency Types	Counties	Cities
Police	Taney	Merriam Woods

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	June 19, 2012	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Phelps	Rolla

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	June 28, 2012	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties	Cities
Police	Boone, Taney	Columbia, Branson

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	September 04, 201:	Missouri Police Chiefs Association	8	4	4	0

Agency Types	Counties	Cities
Police	St. Louis	Frontenac

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	September 05, 201:	Missouri Police Chiefs Association	8	6	6	0

Agency Types	Counties	Cities
Police	St. Louis	Ballwin

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	September 06, 201:	Missouri Police Chiefs Association	8	6	6	0

Agency Types	Counties	Cities
Police	Nodaway, St. Louis	Maryville, Ferguson

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	September 07, 201:	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	Cass	Belton

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	September 10, 201:	Missouri Police Chiefs Association	8	5	5	0

Agency Types	Counties	Cities
Police	St. Louis	Ballwin

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	September 11, 201:	Missouri Police Chiefs Association	8	7	7	0

Agency Types	Counties	Cities
Police	Marion, St. Louis	Hannibal - Marion County, Frontenac

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	September 17, 201:	Missouri Police Chiefs Association	8	3	3	0

Agency Types	Counties	Cities
Police	St. Louis	Ballwin

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	September 24, 201:	Missouri Police Chiefs Association	0	6	6	0

Agency Types	Counties	Cities
Police	Boone, Livingston	Columbia, Chillicothe

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-003	2012	September 25, 201:	Missouri Police Chiefs Association	8	5	5	0

Agency Types	Counties	Cities
Police	St. Louis	Ballwin

			Group Totals:	784	416	461	7

Location: Liberty

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-005	2012	August 23, 2012	Missouri Sheriffs' Association	8	13	13	0

Agency Types	Counties	Cities
Sheriff	Clay	Liberty

			Group Totals:	8	13	13	0

Location: Mexico

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-005	2012	April 12, 2012	Missouri Sheriffs' Association	8	6	6	0

Agency Types	Counties	Cities
Sheriff	Audrain	Mexico

			Group Totals:	8	6	6	0

Location: Neosho

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-005	2012	March 30, 2012	Missouri Sheriffs' Association	8	9	9	0

Agency Types	Counties	Cities
Sheriff	Newton	Neosho

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
			Group Totals:	8	9	9	0

Location: Ozark

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-005	2012	May 15, 2012	Missouri Sheriffs' Association	8	13	13	0

Agency Types	Counties	Cities

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-DE-02-005	2012	May 08, 2012	Missouri Sheriffs' Association	8	21	21	0

Agency Types	Counties	Cities

			Group Totals:	16	34	34	0

Course: Missouri Motor Vehicle Law
Location: Joplin - Jasper County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-032	2012	July 30, 2012	Missouri Southern State University	7	20	20	0

Agency Types	Counties	Cities
Police	Dade, Jasper, McDonald, Newton, Stone	Greenfield, Jasper, Carterville, Webb City, Noel, Seneca, Hurley
Sheriff	Barton, Jasper, Newton, Taney	

			Group Totals:	7	20	20	0

Location: Urbana

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-032	2012	September 24, 201:	MSSU	7	5	5	0

Agency Types	Counties	Cities
Police	Dallas, Greene	Urbana, Ash Grove

			Group Totals:	7	5	5	0

Course: MOPS
Location: Columbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-019	2012	September 19, 2011	DWI Bootcamp	14	31	31	0

Agency Types	Counties	Cities
State Agency	Cole	Jefferson City - Cole County
Prosecuting Attorney	Boone, Buchanan, Chariton, Christian, Dallas, Greene, Iron, Jackson, Jasper, Jefferson, Knox, Lafayette, Macon, Madison, Moniteau, Newton, Platte, Ripley, Shelby, St. Charles, St. Louis, St. Louis City	Columbia, Kansas City - Jackson County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-019	2012	March 07, 2012	Protecting Lives, Saving Futures	18	30	30	0

Agency Types	Counties	Cities
MSHP	Buchanan, Butler, Cole, Howell, Jackson, Phelps, St. Charles, Warren	
Police	Boone, Clay, Platte	Columbia, Smithville, Weatherby Lake
Sheriff	Greene	
Prosecuting Attorney	Boone, Caldwell, Cass, Daviess, Montgomery, Nodaway, Stoddard	Columbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-019	2012	November 18, 2011	The Basics of CMV Enforcement & Prosecution	7	47	47	0

Agency Types	Counties	Cities
MSHP	St. Charles, St. Louis	
Police	Boone, Cole, Jackson, Stone, Warren	Columbia, Buckner, Crane, Warrenton, Jefferson City - Cole County, Kansas City - Jackson County, Lees Summit - Jackson County
Sheriff	Boone, Jackson, Jefferson, Lawrence	
State Agency	Cole, Jackson	Jefferson City - Cole County, Kansas City - Jackson County
University	Johnson	Warrensburg
Prosecuting Attorney	Audrain, Boone, Greene, Jackson, Jefferson, Montgomery, Pulaski, Ralls, Warren, St. Louis City	Columbia, Saint Louis, Kansas City - Jackson County

			Group Totals:	39	108	108	0

Location: Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-019	2012	December 19, 2011	Depressants and Driving Impairment, webinar	2	48	48	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed

Agency Types	Counties	Cities
MSHP	Cole, Greene	
Police	Audrain, Cass, Christian, Clay, Cole, Franklin, Greene, Pike, Platte, St. Charles, St. Louis, Warren	Mexico, Pleasant Hill, Billings, Excelsior Springs - Clay County, Smithville, Pacific, Bowling Green, Tracy - Platte County, New Melle, O Fallon, Saint Charles, Wentzville, Manchester, Jennings, Kirkwood, Chesterfield, Warrenton, Jefferson City - Cole County, Springfield - Greene County
Sheriff	Greene, Jackson, Jefferson, Reynolds, St. Charles	
University	Boone, Cape Girardeau, Johnson, Phelps	Columbia, Cape Girardeau, Warrensburg, Rolla
Prosecuting Attorney	Adair, Franklin, Macon, Newton, Shannon, St. Louis, St. Louis City	
Court Staff	St. Louis City	

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-019	2012	December 29, 2011	DWI Case Law Update: October-December 2011	1	79	79	0

Agency Types	Counties	Cities
MSHP	Buchanan, Greene, Howell, Jackson, Phelps, Taney	
Other	Greene	
Police	Cape Girardeau, Cass, Christian, Clay, Cole, Franklin, Jackson, Lincoln, Pike, Platte, Pulaski, Ray, St. Charles, St. Louis, Warren	Cape Girardeau, Pleasant Hill, Billings, Gladstone, Smithville, Pacific, Sugar Creek, Moscow Mills, Bowling Green, Tracy - Platte County, Waynesville, Richmond, O Fallon, Kirkwood, Warrenton, Jefferson City - Cole County, Kansas City - Jackson County
Sheriff	St. Charles	
State Agency	Cole, St. Louis	
University	Boone, Cape Girardeau, Johnson	Columbia, Cape Girardeau, Warrensburg
Prosecuting Attorney	Adair, Audrain, Buchanan, Callaway, Cass, Clay, Dallas, DeKalb, Franklin, Gasconade, Henry, Jackson, Jefferson, Linn, Morgan, Newton, Ray, Shannon, St. Charles, St. Louis, Warren, St. Louis City	Pevely, Kansas City - Jackson County
Court Staff	St. Louis City	

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-019	2012	October 19, 2011	Driving While High; webinar	1	28	28	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed

Agency Types	Counties	Cities
Police	Adair, Cass, Clay, Jackson, Platte, Pulaski, St. Charles	Kirksville, Peculiar, Pleasant Hill, Smithville, Sugar Creek, Tracy - Platte County, Waynesville, Saint Peters, Kansas City - Jackson County
Sheriff	St. Charles	
State Agency	Cole, Johnson	Warrensburg, Jefferson City - Cole County
Prosecuting Attorney	Clark, Franklin, Henry, Jackson, Maries, McDonald, St. Louis, Warren, St. Louis City	Saint Louis
Court Staff	St. Louis City	Saint Louis

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-019	2012	October 04, 2011	DWI Case Law Update: July-September; webinar	1	63	63	0

Agency Types	Counties	Cities
MSHP	Buchanan, Cole, Greene, Howell, Jackson, Lawrence, Macon, St. Charles	
Other	Newton, St. Louis	Neosho, Clayton
Police	Adair, Cape Girardeau, Christian, Clay, Clinton, Franklin, Greene, Jasper, Pike, St. Louis, Stone	Kirksville, Cape Girardeau, Billings, Smithville, Union, Duquesne, Bowling Green, Shrewsbury, Kimberling City, Holt - Clinton County, Springfield - Greene County
Sheriff	Butler, Reynolds	
State Agency	Cole, Jackson, St. Louis	
University	Johnson	Warrensburg
Prosecuting Attorney	Camden, Cass, Clay, Greene, Henry, Jackson, Jefferson, Macon, Maries, McDonald, Newton, Shelby, St. Charles, St. Louis, Warren, St. Louis City	Kansas City - Jackson County, Lees Summit - Jackson County, Springfield - Greene County
Court Staff	St. Louis City	

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-019	2012	January 20, 2012	Ethical Considerations in DWI Homicide Cases	1	62	62	0

Agency Types	Counties	Cities
MSHP	Howell	
Police	Cass, Christian, Franklin, Greene, Jackson, Lawrence, Pulaski	Pleasant Hill, Billings, Pacific, Sugar Creek, Marionville, Waynesville, Kansas City - Jackson County, Lees Summit - Jackson County, Springfield - Greene County
Sheriff	Cass, Jackson, Jefferson	
University	Cape Girardeau	
Prosecuting Attorney	Benton, Boone, Callaway, Camden, Cape Girardeau, Cass, Franklin, Henry, Jackson, Jefferson, Maries, Nodaway, St. Louis, Taney, Warren, St. Louis City	Kansas City - Jackson County
Court Staff	St. Louis City	

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-019	2012	January 25, 2012	State v. McNeely: Next Steps	0	102	102	0

Agency Types	Counties	Cities
MSHP	Boone, Cape Girardeau, Cole, Greene, Howell	
Other	St. Louis	Overland
Police	Adair, Audrain, Boone, Buchanan, Cass, Clay, Franklin, Greene, Jackson, Jasper, McDonald, Pike, Platte, Scott, St. Charles, St. Louis, Stone, Taney, Warren, St. Louis City	Kirksville, Mexico, Columbia, Saint Joseph, Harrisonville, Pleasant Hill, Gladstone, Excelsior Springs - Clay County, Smithville, Union, Strafford, Sugar Creek, Oronogo, Joplin - Jasper County, Duquesne, Anderson, Bowling Green, Tracy - Platte County, Saint Peters, Wentzville, Manchester, Jennings, Kirkwood, Ballwin, Chesterfield, Clayton, Creve Coeur, Ferguson, Florissant, Town and Country, Kimberling City, Branson, Warrenton, Saint Louis, Kansas City - Jackson County, Lees Summit - Jackson County, Sikeston - Scott County, Springfield - Greene County
Sheriff	Boone, Cass, Jackson, Jasper, Platte, Reynolds, St. Charles	
State Agency	Jackson, St. Louis	
University	Johnson	Warrensburg
MoDOT	Cole	Jefferson City - Cole County
Prosecuting Attorney	Adair, Audrain, Boone, Buchanan, Camden, Cass, Jefferson, Johnson, Lewis, Macon, Platte, Shannon, St. Charles, Stoddard, Warren, St. Louis City	
Court Staff	St. Louis City	

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-019	2012	March 20, 2012	Inhalants and Driving Impairment	2	44	44	0

Agency Types	Counties	Cities
MSHP	Cole, Crawford, Greene, Howell, Jackson, Warren, Webster	Harrisonville, Cuba, Willow Springs, Warrenton, Jefferson City - Cole County, Lees Summit - Jackson County, Springfield - Greene County
Police	Audrain, Boone, Cass, Clay, Franklin, Jackson, Jasper, Moniteau, Platte, Pulaski, St. Charles, Taney, Warren	Mexico, Columbia, Pleasant Hill, Smithville, Washington, Sugar Creek, Jasper, California, Tracy - Platte County, Waynesville, Lake Saint Louis, Branson, Warrenton, Kansas City - Jackson County
Sheriff	Jackson, Reynolds	Centerville, Kansas City - Jackson County, Lees Summit - Jackson County
State Agency	Greene	Springfield - Greene County
Prosecuting Attorney	Adair, Cape Girardeau, Cass, Franklin, Harrison, Henry, Jackson, Polk, Putnam, Warren, St. Louis City	Kirksville, Jackson, Harrisonville, Union, Clinton - Henry County, Bolivar, Unionville, Warrenton, Saint Louis, Bethany - Harrison County, Kansas City - Jackson County

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-019	2012	May 17, 2012	Dissociative Anesthetics and Driving Impairment	2	32	32	0

Agency Types	Counties	Cities
MSHP	Cape Girardeau, Cole, Greene	Cape Girardeau, Jefferson City - Cole County, Springfield - Greene County
Police	Boone, Cass, Clay, Franklin, Greene, Moniteau, Platte, Pulaski, St. Charles, Warren	Columbia, Pleasant Hill, Kearney, Excelsior Springs - Clay County, Washington, California, Tracy - Platte County, Waynesville, New Melle, Saint Charles, Warrenton, Springfield - Greene County
Sheriff	St. Charles	Saint Charles
University	St. Louis	
Prosecuting Attorney	Cass, Franklin, Newton, Pemiscot, Polk, St. Louis, St. Louis City	Harrisonville, Union, Neosho, Caruthersville, Bolivar, Clayton, Saint Louis
Public Works	Greene, St. Louis	Creve Coeur, Springfield - Greene County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-019	2012	March 29, 2012	Susan Glass	0	51	51	0

Agency Types	Counties	Cities
Other	Cass	
Police	Cass, Christian, Clay, Cole, Greene, Jackson, Jasper, Pemiscot, Pulaski, Scott, St. Charles, St. Louis, Warren	
Sheriff	Jefferson, St. Charles	
Prosecuting Attorney	Adair, Boone, Buchanan, Camden, Cass, Clay, Cole, Franklin, Gasconade, Greene, Henry, Hickory, Jackson, Jefferson, Newton, Pemiscot, St. Louis, St. Louis City	

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-019	2012	July 18, 2012	Stimulants and Driving Impairment	0	44	44	0

Agency Types	Counties	Cities
MSHP	Crawford	
Other	Butler, Ripley	
Police	Adair, Boone, Butler, Cass, Christian, Clay, Franklin, Pulaski, St. Charles, St. Louis, Stoddard, Warren	Kirksville, Columbia, Poplar Bluff, Pleasant Hill, Lees Summit - Cass County, Billings, Kearney, Union, Washington, Waynesville, Saint Charles, Saint Peters, Manchester, Creve Coeur, Town and Country, Puxico, Warrenton
Sheriff	Jefferson, St. Charles	
Prosecuting Attorney	Cass, Franklin, Howell, Jackson, Pemiscot, Polk, St. Louis, St. Louis City	
Judges	Adair	
Public Works	Greene, Jackson	

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
			Group Totals:	9	553	553	0

Location: Osage Beach - Camden County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-019	2012	June 06, 2012	DWI/Traffic Safety and DRE Recertification	13	140	140	0

Agency Types	Counties	Cities
MSHP	Buchanan, Butler, Cape Girardeau, Cole, Greene, Howell, Jackson, Macon, Phelps, St. Louis, Warren	
Police	Adair, Boone, Buchanan, Callaway, Camden, Cass, Clay, Cole, Franklin, Greene, Howell, Jackson, Jasper, Platte, Saline, St. Charles, St. Louis, Taney, Warren	Kirksville, Columbia, Saint Joseph, Fulton, Lake Ozark - Camden County, Harrisonville, Excelsior Springs - Clay County, Smithville, Union, Mountain View, Willow Springs, Joplin - Jasper County, Carthage, Marshall, O Fallon, Saint Charles, Wentzville, Chesterfield, Branson, Forsyth, Warrenton, Jefferson City - Cole County, Kansas City - Jackson County, Lees Summit - Jackson County, Riverside - Platte County, Springfield - Greene County
Sheriff	Boone, Camden, Cass, Greene, Jackson, Jefferson, Lawrence, St. Charles	Harrisonville, Hillsboro, Lees Summit - Jackson County
State Agency	Audrain, Butler, Cole, Jackson, St. Louis	Clayton
University	Johnson	
Prosecuting Attorney	Andrew, Audrain, Callaway, Cedar, Christian, Franklin, Greene, Pemiscot, Platte, Polk, Stone, Warren	Springfield - Greene County

			Group Totals:	13	140	140	0

Course: On-Scene Crash Investigation
Location: Chesterfield

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-AI-04-001	2012	July 10, 2012	MSC	0	8	8	0

Agency Types	Counties	Cities
Police	St. Louis, St. Louis City	Bella Villa, Country Club Hills, Valley Park, Saint Louis

			Group Totals:	0	8	8	0

Location: Springfield - Greene County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-AI-04-001	2012	September 28, 201?	MSC	0	21	21	0

Agency Types	Counties	Cities
Police	Christian, Dallas, Greene, Pettis, Taney	Nixa, Buffalo, Ash Grove, Willard, Sedalia, Hollister, Springfield - Greene County

			Group Totals:	0	21	21	0

Location: Warrensburg

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-AI-04-001	2012	August 07, 2012	MSC	0	12	12	0

Agency Types	Counties	Cities
Police	Boone, Camden, Carroll, Ray, St. Louis	Columbia, Linn Creek, Carrollton, Wood Heights, Florissant
Sheriff	Lawrence	Mount Vernon

		Group Totals:	0	12	12	0

Course: Other
Location: Kirkwood

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	March 09, 2012	MSC	4	7	7	0

Agency Types	Counties	Cities
Police	Jefferson, St. Charles, St. Louis	Herculaneum, Arnold, Saint Peters, Ballwin, Edmundson, Sunset Hills

12-154-AL-085	2012	March 09, 2012	MSC	4	5	5	0

Agency Types	Counties	Cities
Police	St. Louis	Kirkwood

		Group Totals:	8	12	12	0

Location: Poplar Bluff

12-PT-02-113	2012	August 27, 2012	Missouri Safety Center	4	15	15	0

Agency Types	Counties	Cities
Police	Butler	Poplar Bluff

12-PT-02-113	2012	August 28, 2012	Missouri Safety Center	4	19	19	0

Agency Types	Counties	Cities
Police	Butler, Stoddard	Poplar Bluff, Dexter
Sheriff	Scott	
University	Cape Girardeau	Cape Girardeau

		Group Totals:	8	34	34	0

Location: Saint Peters

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-113	2012	August 13, 2012	Missouri Safety Center	4	10	10	0

Agency Types	Counties	Cities
Police	Franklin, Jefferson, St. Charles, St. Louis	Washington, Herculaneum, Saint Peters, Chesterfield, Clayton, Richmond Heights, Saint Ann

			Group Totals:	4	10	10	0

Course: Radar and Laser Instructor
Location: Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-034	2012	August 13, 2012	MSHP - L:aw Enforcement Academy	25	10	10	0

Agency Types	Counties	Cities
Police	Boone, Christian, Clay, Jackson, Miller, Scott, St. Charles, St. Louis	Columbia, Nixa, Smithville, Independence, Eldon, O Fallon, Crestwood, Sikeston - Scott County
State Agency	Cole	Jefferson City - Cole County

			Group Totals:	25	10	10	0

Course: Radar and Laser Operator
Location: Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-034	2012	June 10, 2012	MSHP - Law Enforcement Academy	0	26	26	0

Agency Types	Counties	Cities
MSHP	Cole	Jefferson City - Cole County

			Group Totals:	0	26	26	0

Course: Report Writing and Courtroom
Location: Osage Beach - Camden County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-018	2012	January 21, 2012	Missouri Southern State University	7	6	6	0

Agency Types	Counties	Cities
Police	Cass, Jasper, Stone	Cleveland, Jasper, Hurley
Sheriff	Laclede	

			Group Totals:	7	6	6	0

Location: Potosi

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-018	2012	March 20, 2012	Missouri Southern State University	7	12	12	0

Agency Types	Counties	Cities
Police	Washington	Potosi
Sheriff	Jefferson, Washington	

			Group Totals:	7	12	12	0

Course: SFST 24-Hour
Location: Aurora

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	May 15, 2012	MSC	24	4	4	0

Agency Types	Counties	Cities
Police	Barton, Lawrence, Taney	Lamar, Aurora, Hollister

			Group Totals:	24	4	4	0

Location: Centerville

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	September 17, 2012	MSC	24	6	6	0

Agency Types	Counties	Cities
Police	Carter, Reynolds, Wayne	Ellsinore, Ellington, Piedmont
Sheriff	Reynolds	Centerville

			Group Totals:	24	6	6	0

Location: Hannibal - Marion County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	February 06, 2012	MSC	24	5	5	0

Agency Types	Counties	Cities
Police	Marion	Hannibal - Marion County

			Group Totals:	24	5	5	0

Location: Kirkwood

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	May 15, 2012	Missouri Safety Center	24	12	12	0

Agency Types	Counties	Cities
Other	St. Louis City	Saint Louis
Police	Boone, St. Charles, St. Louis	Hallsville, Wentzville, Chesterfield, Clayton, Des Peres, Edmundson, Florissant, Sunset Hills

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	January 18, 2012	MSC	24	9	9	0

Agency Types	Counties	Cities
Police	Jefferson, St. Louis, St. Louis City	Arnold, Creve Coeur, Des Peres, Edmundson, Saint Louis

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	September 18, 201:	MSC	24	11	11	0

Agency Types	Counties	Cities
Police	Cass, St. Charles, St. Louis, St. Louis City	Cleveland, Saint Peters, Maplewood, Kirkwood, Ladue, Florissant, Saint Louis

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	July 25, 2012	MSC	24	9	9	0

Agency Types	Counties	Cities
Police	St. Louis, St. Louis City	Ladue, Breckenridge Hills, Chesterfield, Florissant, Saint Louis

			Group Totals:	96	41	41	0

Location: Plattsburg

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	April 17, 2012	MSC	24	9	9	0

Agency Types	Counties	Cities
Police	Clay, Clinton	Kearney, Plattsburg, Lathrop, Holt - Clinton County
Sheriff	Clinton	Plattsburg

			Group Totals:	24	9	9	0

Location: Warrensburg

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	January 17, 2012	MSC	24	3	3	0

12/3/2012

Project Number		Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed

Agency Types
Other
Police

Counties
Clay
Jackson, Ray

Cities
Excelsior Springs - Clay County
Hardin, Kansas City - Jackson County

				Group Totals:	24	3	3	0

Course: SFST Instructor
   Location: Jefferson City - Cole County

12-K8-03-020		2012	May 07, 2012	MSHP - Law Enforcement Academy	25	11	11	0

Agency Types
MSHP
Other
Police
Sheriff

Counties
Butler, Franklin
Butler
Boone, Camden, Cole, St. Louis
Dallas

Cities
Poplar Bluff, Washington
Poplar Bluff
Columbia, Lake Ozark - Camden County, Berkeley, Jefferson City - Cole County

				Group Totals:	25	11	11	0

Location: Saint Louis

12-154-AL-085		2012	March 19, 2012	MSC	36	12	12	0

Agency Types
Police
Sheriff

Counties
Dent, Franklin, Jackson, Lincoln, Pike, Pulaski, St. Charles, St. Louis
Boone, Lincoln

Cities
Salem, New Haven, Lone Jack, Troy, Bowling Green, Saint Robert, New Melle, O Fallon, Wentzville, Overland
Columbia, Troy

				Group Totals:	36	12	12	0

Course: SFST Update
   Location: Columbia

12-154-AL-085		2012	September 24, 201?	MSC	4	25	25	0

Agency Types
Police
Sheriff
State Agency

Counties
Boone, Camden, Cass, Clay, Franklin, Howard, Platte, St. Charles
Audrain, Boone, Greene
Johnson

Cities
Hallsville, Columbia, Osage Beach - Camden County, Cleveland, Liberty, Washington, Fayette, Edgerton, O Fallon
Mexico, Columbia, Springfield - Greene County
Warrensburg

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	February 23, 2012	Missouri Safety Center	4	13	13	0

Agency Types	Counties	Cities
Sheriff	Boone	Columbia

		Group Totals:	8	38	38	0

Location: Warrensburg

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	December 07, 2011	MSC	4	3	3	0

Agency Types	Counties	Cities
Police	Johnson, Morgan	Warrensburg, Laurie

		Group Totals:	4	3	3	0

Course: Sobriety Checkpoint Supervisc
Location: Columbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	April 04, 2012	MSC	9	30	30	0

Agency Types	Counties	Cities
Police	Barry, Boone, Cole, Dunklin, Jackson, Laclede, Pettis, Pike, Pulaski, Randolph, St. Louis, Stoddard	Monett, Columbia, Kennett, Independence, Lebanon, Sedalia, Louisiana, Crocker, Saint Robert, Moberly, Vinita Park, Bernie, Jefferson City - Cole County
Sheriff	Dallas, Jackson, Jefferson, Morgan	Buffalo, Hillsboro, Versailles, Lees Summit - Jackson County
State Agency	Boone, Nodaway	Columbia, Maryville

		Group Totals:	9	30	30	0

Location: Festus

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	April 06, 2012	MSC	9	23	23	0

Agency Types	Counties	Cities
Police	Crawford, Greene, Jefferson, Lincoln, St. Charles, St. Louis, St. Louis City	Cuba, Arnold, Troy, O Fallon, Lake Saint Louis, Hazelwood, Creve Coeur, Saint Louis, Calverton Park, Springfield - Greene County
Sheriff	Howell, Jefferson	West Plains, Hillsboro
State Agency	Boone	Columbia

		Group Totals:	9	23	23	0

Location: Joplin - Jasper County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K8-03-018	2012	May 12, 2012	Missouri Southern State University	9	5	5	5

Agency Types	Counties	Cities
Police	Jasper, Newton	Jasper, Seneca
Sheriff	Greene	

			Group Totals:	9	5	5	5

Location: Kansas City - Platte County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-085	2012	April 27, 2012	MSC	9	17	17	0

Agency Types	Counties	Cities
Police	Jackson, Jasper, St. Louis	Grandview, Carthage, Overland, Saint Johns, Kansas City - Jackson County, Lees Summit - Jackson County
Sheriff	Clay, Jackson	Liberty, Independence
State Agency	Jackson, Pettis	Blue Springs, Sedalia

			Group Totals:	9	17	17	0

Course: Team Spirit
**   Location: Cape Girardeau**

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-001	2012	July 22, 2012	Team Spirit	0	100	90	0

Agency Types	Counties	Cities
School District	Bollinger, Butler, Cape Girardeau, Jasper, Pemiscot, Scott, Ste. Genevieve, Stoddard	Marble Hill, Poplar Bluff, Cape Girardeau, Carthage, Steele, Sainte Genevieve, Advance, Sikeston - Scott County

			Group Totals:	0	100	90	0

Location: Caruthersville

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-001	2012	March 14, 2012	Team Spirit - One Day	0	80	0	0

Agency Types	Counties	Cities
High School	Butler, Dunklin, Madison, New Madrid, Pemiscot, Ripley, Scott, Ste. Genevieve	Poplar Bluff, Malden, Kennett, Fredericktown, Caruthersville, Doniphan, Sainte Genevieve, Sikeston - Scott County

			Group Totals:	0	80	0	0

Location: Columbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-001	2012	July 26, 2012	Team Spirit	0	90	90	0

Agency Types	Counties	Cities
School District	Caldwell, Cass, Miller, Osage, Pettis, Pulaski, Randolph, Ray	Hamilton, Belton, Iberia, Westphalia, La Monte, Dixon, Huntsville, Hardin

				Group Totals:	0	90	90	0

Location: Farmington

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-001	2012	November 02, 2012	Team Spirit - One Day	0	80	0	0

Agency Types	Counties	Cities
High School	Bollinger, Cape Girardeau, Ripley, St. Francois, Texas, Wayne	Marble Hill, Jackson, Naylor, Park Hills, Bismarck, Bonne Terre, Farmington, Licking, Piedmont, Greenville - Wayne County

				Group Totals:	0	80	0	0

Location: Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-001	2012	March 05, 2012	Team Spirit Reunion	0	76	0	0

Agency Types	Counties	Cities
High School	Camden, Cass, Dunklin, Maries, Marion, Miller, Scott, Texas	Camdenton, Belton, Malden, Saint Elizabeth, Scott City, Farmington, Cabool

				Group Totals:	0	76	0	0

Course: ThinkFirst
Location: Amoret

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	February 28, 2012	ThinkFirst Missouri	0	80	0	0

Agency Types	Counties	Cities
Think First	Bates	Amoret

				Group Totals:	0	80	0	0

Location: Ashland

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	June 08, 2012	ThinkFirst Missouri	0	29	0	0

Agency Types	Counties	Cities
Think First	Boone	Ashland

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
				Group Totals:	0	29	0	0

Location: Ballwin

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	February 22, 2012	ThinkFirst Missouri		0	300	0	0

Agency Types	Counties	Cities
Think First	St. Louis	Ballwin

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	December 21, 2011	ThinkFirst Missouri		0	75	0	0

Agency Types	Counties	Cities
Think First	St. Louis	Ballwin

				Group Totals:	0	375	0	0

Location: Boonville

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	October 18, 2011	ThinkFirst Missouri		0	571	0	0

Agency Types	Counties	Cities
Think First	Cooper	Boonville

				Group Totals:	0	571	0	0

Location: Bowling Green

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	November 03, 2011	ThinkFirst Missouri		0	500	0	0

Agency Types	Counties	Cities
Think First	Pike	Bowling Green

				Group Totals:	0	500	0	0

Location: Braymer

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	October 17, 2011	ThinkFirst Missouri		0	130	0	0

Agency Types	Counties	Cities
Think First	Caldwell	Braymer

				Group Totals:	0	130	0	0

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
Location: Breckenridge Hills							
12-CP-09-003	2012	October 06, 2011	ThinkFirst Missouri	0	50	0	0

Agency Types	Counties	Cities
Think First	St. Louis	Breckenridge Hills

			Group Totals:	0	50	0	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
Location: Brunswick							
12-CP-09-003	2012	February 23, 2012	ThinkFirst Missouri	0	25	0	0

Agency Types	Counties	Cities
Think First	Chariton	Brunswick

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	February 15, 2012	ThinkFirst Missouri	0	150	0	0

Agency Types	Counties	Cities
Think First	Chariton	Brunswick

			Group Totals:	0	175	0	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
Location: Bunker - Reynolds County							
12-CP-09-003	2012	February 13, 2012	ThinkFirst Missouri	0	115	0	0

Agency Types	Counties	Cities
Think First	Reynolds	Bunker - Reynolds County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	April 24, 2012	ThinkFirst Missouri	0	115	0	0

Agency Types	Counties	Cities
Think First	Reynolds	Bunker - Reynolds County

			Group Totals:	0	230	0	0

Location: Butler

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	February 27, 2012	ThinkFirst Missouri	0	70	0	0

Agency Types	Counties	Cities
Think First	Bates	Butler

			Group Totals:	0	70	0	0

Location: Cainsville

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	December 16, 2011	ThinkFirst Missouri	0	50	0	0

Agency Types	Counties	Cities
Think First	Harrison	Cainsville

			Group Totals:	0	50	0	0

Location: Camdenton

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	June 06, 2012	ThinkFirst Missouri	0	30	0	0

Agency Types	Counties	Cities
Think First	Camden	Camdenton

			Group Totals:	0	30	0	0

Location: Cameron - Clinton County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	October 26, 2011	ThinkFirst Missouri	0	510	0	0

Agency Types	Counties	Cities
Think First	Clinton	Cameron - Clinton County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	October 26, 2011	ThinkFirst Missouri	0	560	0	0

Agency Types	Counties	Cities
Think First	Clinton	Cameron - Clinton County

			Group Totals:	0	1,070	0	0

Location: Cape Girardeau

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	July 22, 2012	ThinkFirst Missouri	0	100	0	0

Agency Types	Counties	Cities
Think First	Cape Girardeau	Cape Girardeau

			Group Totals:	0	100	0	0

Location: Caruthersville

12-CP-09-003	2012	March 14, 2012	ThinkFirst Missouri	0	100	0	0

Agency Types	Counties	Cities
Think First	Pemiscot	Caruthersville

			Group Totals:	0	100	0	0

Location: Cedar Hill

12-CP-09-003	2012	October 13, 2011	ThinkFirst Missouri	0	600	0	0

Agency Types	Counties	Cities
Think First	Jefferson	Cedar Hill

			Group Totals:	0	600	0	0

Location: Centralia

12-CP-09-003	2012	March 19, 2012	ThinkFirst Missouri	0	100	0	0

Agency Types	Counties	Cities
Think First	Boone	Centralia

12-CP-09-003	2012	April 16, 2012	Thinkfirst Missouri	0	125	0	0

Agency Types	Counties	Cities
Think First	Boone	Centralia

12-CP-09-003	2012	May 30, 2012	ThinkFirst Missouri	0	25	0	0

Agency Types	Counties	Cities
Think First	Boone	Centralia

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	March 16, 2012	ThinkFirst Missouri	0	100	0	0

Agency Types	Counties	Cities
Think First	Boone	Centralia

			Group Totals:	0	350	0	0

Location: Chillicothe

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	April 20, 2012	Thinkfirst Missouri	0	125	0	0

Agency Types	Counties	Cities
Think First	Livingston	Chillicothe

12-CP-09-003	2012	April 25, 2012	ThinkFirst Missouri	0	100	0	0

Agency Types	Counties	Cities
Think First	Livingston	Chillicothe

			Group Totals:	0	225	0	0

Location: Clinton - Henry County

12-CP-09-003	2012	April 18, 2012	ThinkFirst Missouri	0	20	0	0

Agency Types	Counties	Cities
Think First	Henry	Clinton - Henry County

			Group Totals:	0	20	0	0

Location: Columbia

12-CP-09-003	2012	April 12, 2012	ThinkFirst Missouri	0	20	0	0

Agency Types	Counties	Cities
Think First	Boone	Columbia

12-CP-09-003	2012	April 03, 2012	ThinkFirst Missouri	0	450	0	0

Agency Types	Counties	Cities
Think First	Boone	Columbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	June 14, 2012	ThinkFirst Missouri	0	50	0	0

Agency Types	Counties	Cities
Think First	Boone	Columbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	June 20, 2012	ThinkFirst Missouri	0	30	0	0

Agency Types	Counties	Cities
Think First	Boone	Columbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	June 20, 2012	ThinkFirst Missouri	0	30	0	0

Agency Types	Counties	Cities
Think First	Boone	Columbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	March 26, 2012	ThinkFirst Missouri	0	200	0	0

Agency Types	Counties	Cities
Think First	Boone	Columbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	October 20, 2011	ThinkFirst Missouri	0	28	0	0

Agency Types	Counties	Cities
Think First	Boone	Columbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	October 17, 2011	ThinkFirst Missouri	0	300	0	0

Agency Types	Counties	Cities
Think First	Boone	Columbia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	October 18, 2011	ThinkFirst Missouri	0	300	0	0

Agency Types	Counties	Cities
Think First	Boone	Columbia

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	July 26, 2012	ThinkFirst Missouri	0	100	0	0

Agency Types	Counties	Cities
Think First	Boone	Columbia

				Group Totals:	0	1,508	0	0

Location: Conception Junction

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	November 07, 2011	ThinkFirst Missouri	0	85	0	0

Agency Types	Counties	Cities
Think First	Nodaway	Conception Junction

				Group Totals:	0	85	0	0

Location: Craig

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	October 10, 2011	ThinkFirst Missouri	0	50	0	0

Agency Types	Counties	Cities
Think First	Holt	Craig

				Group Totals:	0	50	0	0

Location: Cuba

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	October 28, 2011	ThinkFirst Missouri	0	400	0	0

Agency Types	Counties	Cities
Think First	Crawford	Cuba

				Group Totals:	0	400	0	0

Location: Delta

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	December 08, 2011	ThinkFirst Missouri	0	70	0	0

Agency Types	Counties	Cities
Think First	Cape Girardeau	Delta

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	December 08, 2011	ThinkFirst Missouri		0	160	0	0

Agency Types	Counties	Cities
Think First	Cape Girardeau	Delta

				Group Totals:	0	230	0	0

Location: Doniphan

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	October 24, 2011	ThinkFirst Missouri		0	375	0	0

Agency Types	Counties	Cities
Think First	Ripley	Doniphan

12-CP-09-003	2012	October 24, 2011	ThinkFirst Missouri		0	500	0	0

Agency Types	Counties	Cities
Think First	Ripley	Doniphan

				Group Totals:	0	875	0	0

Location: Ellington

12-CP-09-003	2012	March 30, 2012	ThinkFirst Missouri		0	320	0	0

Agency Types	Counties	Cities
Think First	Reynolds	Ellington

				Group Totals:	0	320	0	0

Location: Farmington

12-CP-09-003	2012	November 02, 2011	ThinkFirst Missouri		0	300	0	0

Agency Types	Counties	Cities
Think First	St. Francois	Farmington

				Group Totals:	0	300	0	0

Location: Festus

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	October 27, 2011	ThinkFirst Missouri	0	260	0	0

Agency Types	Counties	Cities
Think First	Jefferson	Festus

			Group Totals:	0	260	0	0

Location: Fort Leonard Wood CDP

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	May 18, 2012	Thinkfirst Missouri	0	500	0	0

Agency Types	Counties	Cities
Think First	Pulaski	Fort Leonard Wood CDP

			Group Totals:	0	500	0	0

Location: Fulton

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	April 24, 2012	Thinkfirst Missouri	0	300	0	0

Agency Types	Counties	Cities
Think First	Callaway	Fulton

12-CP-09-003	2012	April 25, 2012	Thinkfirst Missouri	0	200	0	0

Agency Types	Counties	Cities
Think First	Callaway	Fulton

12-CP-09-003	2012	October 05, 2011	ThinkFirst Missouri	0	30	0	0

Agency Types	Counties	Cities
Think First	Callaway	Fulton

			Group Totals:	0	530	0	0

Location: Hallsville

12-CP-09-003	2012	October 24, 2011	ThinkFirst Missouri	0	420	0	0

Agency Types	Counties	Cities
Think First	Boone	Hallsville

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
				Group Totals:	0	420	0	0

Location: Henrietta

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	April 04, 2012	ThinkFirst Missouri		0	20	0	0

Agency Types	Counties	Cities
Think First	Ray	Henrietta

				Group Totals:	0	20	0	0

Location: Iberia

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	November 16, 2011	ThinkFirst Missouri		0	350	0	0

Agency Types	Counties	Cities
Think First	Miller	Iberia

				Group Totals:	0	350	0	0

Location: Imperial

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	November 09, 2011	ThinkFirst Missouri		0	100	0	0

Agency Types	Counties	Cities
Think First	Jefferson	Seckman

				Group Totals:	0	100	0	0

Location: Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	October 21, 2011	ThinkFirst Missouri		0	30	0	0

Agency Types	Counties	Cities
Think First	Cole	Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	October 27, 2011			0	15	0	0

Agency Types	Counties	Cities
Think First	Cole	Jefferson City - Cole County

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	November 02, 2011	ThinkFirst Missouri	0	25	0	0

Agency Types	Counties	Cities
Think First	Cole	Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	March 22, 2012	ThinkFirst Missouri	0	25	0	0

Agency Types	Counties	Cities
Think First	Cole	Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	June 07, 2012	ThinkFirst Missouri	0	125	0	0

Agency Types	Counties	Cities
Think First	Cole	Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	July 31, 2012	ThinkFirst Missouri	0	40	0	0

Agency Types	Counties	Cities
Think First	Cole	Jefferson City - Cole County

			Group Totals:	0	260	0	0

Location: Koshkonong

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	October 11, 2011	ThinkFirst Missouri	0	180	0	0

Agency Types	Counties	Cities
Think First	Oregon	Koshkonong

			Group Totals:	0	180	0	0

Location: Lees Summit - Jackson County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	March 07, 2012	ThinkFirst Missouri	0	100	0	0

Agency Types	Counties	Cities
Think First	Jackson	Lees Summit - Jackson County

			Group Totals:	0	100	0	0

Location: Leeton

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	March 01, 2012	ThinkFirst Missouri	0	200	0	0

Agency Types	Counties	Cities
Think First	Johnson	Leeton

			Group Totals:	0	200	0	0

Location: Lesterville

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	March 30, 2012	ThinkFirst Missouri	0	125	0	0

Agency Types	Counties	Cities
Think First	Reynolds	Lesterville

			Group Totals:	0	125	0	0

Location: Lexington

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	November 11, 2011	ThinkFirst Missouri	0	290	0	0

Agency Types	Counties	Cities
Think First	Lafayette	Lexington

			Group Totals:	0	290	0	0

Location: Louisiana

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	February 10, 2012	ThinkFirst Missouri	0	40	0	0

Agency Types	Counties	Cities
Think First	Pike	Louisiana

			Group Totals:	0	40	0	0

Location: Macon

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	April 26, 2012	ThinkFirst Missouri	0	440	0	0

Agency Types	Counties	Cities
Think First	Macon	Macon

			Group Totals:	0	440	0	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
Location: Malden							
12-CP-09-003	2012	October 04, 2011	ThinkFirst Missouri	0	550	0	0

Agency Types	Counties	Cities
Think First	Dunklin	Malden

			Group Totals:	0	550	0	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
Location: Marshall							
12-CP-09-003	2012	November 22, 2011	ThinkFirst Missouri	0	85	0	0

Agency Types	Counties	Cities
Think First	Saline	Marshall

			Group Totals:	0	85	0	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
Location: Midway - Boone County							
12-CP-09-003	2012	October 08, 2011	ThinkFirst Missouri	0	800	0	0

Agency Types	Counties	Cities
Think First	Boone	Midway - Boone County

			Group Totals:	0	800	0	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
Location: Milan							
12-CP-09-003	2012	April 10, 2012	ThinkFirst Missouri	0	310	0	0

Agency Types	Counties	Cities
Think First	Sullivan	Milan

			Group Totals:	0	310	0	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
Location: Mound City							
12-CP-09-003	2012	October 11, 2011		0	175	0	0

Agency Types	Counties	Cities
Think First	Holt	Mound City

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
				Group Totals:	0	175	0	0

Location: Osage Beach - Miller County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	June 05, 2012	ThinkFirst Missouri	0	20	0	0

Agency Types	Counties	Cities
Think First	Miller	Osage Beach - Miller County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	June 13, 2012	ThinkFirst Missouri	0	20	0	0

Agency Types	Counties	Cities
Think First	Miller	Osage Beach - Miller County

				Group Totals:	0	40	0	0

Location: Owensville

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	October 25, 2011	ThinkFirst Missouri	0	580	0	0

Agency Types	Counties	Cities
Think First	Gasconade	Owensville

				Group Totals:	0	580	0	0

Location: Piedmont

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	December 05, 2011	ThinkFirst Missouri	0	330	0	0

Agency Types	Counties	Cities
Think First	Wayne	Piedmont

				Group Totals:	0	330	0	0

Location: Prairie Home

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	May 02, 2012	Thinkfirst Missouri	0	85	0	0

Agency Types	Counties	Cities
Think First	Cooper	Prairie Home

				Group Totals:	0	85	0	0

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
Location: Russellville - Cole County							
12-CP-09-003	2012	February 09, 2012	ThinkFirst Missouri	0	230	0	0

Agency Types	Counties	Cities
Think First	Cole	Russellville - Cole County

				Group Totals:	0	230	0	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
Location: Saint Charles							
12-CP-09-003	2012	February 24, 2012	ThinkFirst Missouri	0	50	0	0

Agency Types	Counties	Cities
Think First	St. Charles	Saint Charles

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	January 18, 2012	ThinkFirst Missouri	0	50	0	0

Agency Types	Counties	Cities
Think First	St. Charles	Saint Charles

				Group Totals:	0	100	0	0

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
Location: Saint Joseph							
12-CP-09-003	2012	February 08, 2012	ThinkFirst Missouri	0	15	0	0

Agency Types	Counties	Cities
Think First	Buchanan	Saint Joseph

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	May 02, 2012	Thinkfirst Missouri	0	100	0	0

Agency Types	Counties	Cities
Think First	Buchanan	Saint Joseph

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	June 04, 2012	ThinkFirst Missouri	0	100	0	0

Agency Types	Counties	Cities
Think First	Buchanan	Saint Joseph

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	July 18, 2012	ThinkFirst Missouri	0	100	0	0

Agency Types	Counties	Cities
Think First	Buchanan	Saint Joseph

				Group Totals:	0	315	0	0

Location: Saint Louis

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	May 10, 2012	ThinkFirst	0	175	0	0

Agency Types	Counties	Cities
Think First	St. Louis City	Saint Louis

12-CP-09-003	2012	July 02, 2012	ThinkFirst Missouri	0	90	0	0

Agency Types	Counties	Cities
Think First	Jefferson	Cedar Hill

12-CP-09-003	2012	May 16, 2012	Thinkfirst Missouri	0	40	0˙	0

Agency Types	Counties	Cities
Think First	St. Louis City	Saint Louis

12-CP-09-003	2012	November 30, 2011	ThinkFirst Missouri	0	25	0	0

Agency Types	Counties	Cities
Think First	St. Louis City	Saint Louis

12-CP-09-003	2012	August 03, 2012	ThinkFirst Missouri	0	37	0	0

Agency Types	Counties	Cities
Think First	St. Louis City	Saint Louis

				Group Totals:	0	367	0	0

Location: Savannah

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	November 21, 2011	ThinkFirst Missouri	0	120	0	0

Agency Types	Counties	Cities
Think First	Andrew	Savannah

		Group Totals:	0	120	0	0

Location: Sedalia

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	April 19, 2012	ThinkFirst Missouri	0	30	0	0

Agency Types	Counties	Cities
Think First	Pettis	Sedalia

		Group Totals:	0	30	0	0

Location: Warrensburg

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	April 11, 2012	ThinkFirst Missouri	0	35	0	0

Agency Types	Counties	Cities
Think First	Johnson	Warrensburg

		Group Totals:	0	35	0	0

Location: Warsaw

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	May 03, 2012	Thinkfirst Missouri	0	400	0	0

Agency Types	Counties	Cities
Think First	Benton	Warsaw

		Group Totals:	0	400	0	0

Location: Waverly

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-003	2012	April 27, 2012	ThinkFirst Missouri	0	45	0	0

Agency Types	Counties	Cities
Think First	Lafayette	Waverly

		Group Totals:	0	45	0	0

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
Location: Wayne							
12-CP-09-003	2012	December 05, 2011	ThinkFirst Missouri	0	340	0	0

Agency Types	Counties	Cities
Think First	Wayne	Piedmont

			Group Totals:	0	340	0	0

Course: TOPS
Location: Poplar Bluff

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-113	2012	August 27, 2012	Missouri Safety Center	4	15	15	0

Agency Types	Counties	Cities
Police	Butler	Poplar Bluff

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-113	2012	August 28, 2012	Missouri Safety Center	4	19	19	0

Agency Types	Counties	Cities
Police	Butler, Stoddard	Poplar Bluff, Dexter
Sheriff	Scott	
University	Cape Girardeau	Cape Girardeau

			Group Totals:	8	34	34	0

Location: Saint Peters

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-113	2012	August 13, 2012	Missouri Safety Center	4	10	10	0

Agency Types	Counties	Cities
Police	Franklin, Jefferson, St. Charles, St. Louis	Washington, Herculaneum, Saint Peters, Chesterfield, Clayton, Richmond Heights, Saint Ann

			Group Totals:	4	10	10	0

Course: Traffic Control for Emergency I
Location:

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-EM-02-001	2012	May 26, 2012	University of Mo Curators	8	18	18	0

Agency Types	Counties	Cities
Fire	Greene, Saline	Republic, Willard, Arrow Rock, Springfield - Greene County

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
			Group Totals:	8	18	18	0

Location: Gainesville

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-EM-02-001	2012	January 20, 2012	University of Mo Curators	8	15	15	0

Agency Types	Counties	Cities
Fire	Howell, Ozark	West Plains, Gainesville, Wasola

				CEU Hours	# Part.	Passed	Failed
			Group Totals:	8	15	15	0

Location: Millersville

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-EM-02-001	2012	November 06, 2011	MU FRTI	8	17	17	0

Agency Types	Counties	Cities
Fire	Cape Girardeau	Friedheim, Millersville, Jackson, Oak Ridge - Cape Girardeau County

				CEU Hours	# Part.	Passed	Failed
			Group Totals:	8	17	17	0

Location: Old Monroe

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-EM-02-001	2012	August 27, 2012	University of Mo Curators	8	22	22	0

Agency Types	Counties	Cities
Fire	Lincoln, St. Charles	Moscow Mills, Old Monroe, Foley, Winfield, O Fallon

				CEU Hours	# Part.	Passed	Failed
			Group Totals:	8	22	22	0

Location: Silex

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-EM-02-001	2012	February 15, 2012	University of Mo Curators	8	21	21	0

Agency Types	Counties	Cities
Fire	Lincoln, Pike, St. Louis	Silex, Troy, New Hartford, Ballwin

				CEU Hours	# Part.	Passed	Failed
			Group Totals:	8	21	21	0

Course: Vehicle Rescue
Location: Hawk Point

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-EM-02-001	2012	March 20, 2012	University of Mo Curators	16	20	20	0

Agency Types	Counties	Cities
Fire	Johnson, Lincoln, St. Charles, St. Louis, Warren	Warrensburg, Hawk Point, Elsberry, Silex, Troy, Lake Saint Louis, Wentzville, Florissant, Wright City

			Group Totals:	16	20	20	0

Location: Meta

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-EM-02-001	2012	May 05, 2012	University of Mo Curators	16	17	17	0

Agency Types	Counties	Cities
Fire	Osage, Phelps, Pulaski	Meta, Westphalia, Rolla, Richland - Pulaski County

			Group Totals:	16	17	17	0

Location: Racine

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-EM-02-001	2012	November 18, 2011	MU FRTI	16	17	17	0

Agency Types	Counties	Cities
Fire	McDonald, Newton	Goodman, Lanagan, Anderson, Neosho, Seneca, Loma Linda - Newton County

			Group Totals:	16	17	17	0

Location: Rogersville

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-EM-02-001	2012	April 27, 2012	University of Mo Curators	16	21	21	0

Agency Types	Counties	Cities
Fire	Christian, Greene, Webster, Wright	Nixa, Ozark, Clever, Sparta, Springfield - Christian County, Republic, Willard, Seymour, Mansfield

			Group Totals:	16	21	21	0

Location: Saint James

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-EM-02-001	2012	April 21, 2012	University of Mo Curators	16	24	24	0

Agency Types	Counties	Cities
Fire	Crawford, Maries, Phelps, Pulaski, St. Charles	Cook Station, Vichy, Newburg, Rolla, Saint James, Fort Leonard Wood CDP, Saint Robert, O Fallon, Richland - Pulaski County

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
			Group Totals:	16	24	24	0

Course: Vehicle Search and Seizure
Location: Joplin - Jasper County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-032	2012	April 05, 2012	Missouri Southern State University	7	6	6	0

Agency Types	Counties	Cities
Police	Jasper, Laclede, Lawrence	Joplin - Jasper County, Marionville, Richland - Laclede County

			Group Totals:	7	6	6	0

Location: Urbana

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-PT-02-032	2012	September 26, 201	MSSU	7	12	12	0

Agency Types	Counties	Cities
Police	Dallas, Greene, Jasper	Buffalo, Urbana, Ash Grove, Purcell, Joplin - Jasper County
Sheriff	Taney	Forsyth

			Group Totals:	7	12	12	0

Program: HWY SAFETY
Course: CPS Certification Course
Location: Gladstone

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K3-05-002	2012	September 06, 201	Highway Safety	24	9	9	0

Agency Types	Counties	Cities
Police	Clay	Gladstone
Sheriff	Cass	Harrisonville
Health Department	Platte	Platte City

			Group Totals:	24	9	9	0

Location: Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K3-05-002	2012	February 01, 2012	Jefferson City Fire Department	24	34	34	0

Agency Types	Counties	Cities
Fire	Cole	Jefferson City - Cole County

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K3-05-002	2012	January 11, 2012	Jefferson City Fire Department	24	34	34	0

Agency Types	Counties	Cities
Fire	Cole	Jefferson City - Cole County

			Group Totals:	48	68	68	0

Location: Kansas City - Jackson County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K3-05-002	2012	December 07, 2011	LINC	24	13	13	0

Agency Types	Counties	Cities
MSHP	Jackson	Kansas City - Jackson County
Non-Profit	Greene	Kansas City - Jackson County
Police	Jackson	Lees Summit - Jackson County
Health Department	Greene	Springfield - Greene County
Automotive Industry	Jackson	Kansas City - Jackson County

			Group Totals:	24	13	13	0

Location: Osage Beach - Camden County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K3-05-002	2012	May 02, 2012	Osage Beach Police Dept	0	14	13	1

Agency Types	Counties	Cities
Medical Facility	Boone, Camden, Cole, Greene, Miller, Polk	Columbia, Lake Ozark - Camden County, Tuscumbia, Bolivar, Jefferson City - Cole County, Springfield - Greene County

			Group Totals:	0	14	13	1

Location: Versailles

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-K3-05-002	2012	October 19, 2011	Morgan County Health Department	24	7	7	0

Agency Types	Counties	Cities
Police	Camden	Osage Beach - Camden County
EMS	Callaway	Fulton
Health Department	Morgan	Versailles
Medical Facility		

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider		CEU Hours	# Part.	Passed	Failed
				Group Totals:	24	7	7	0

Course: PIRE
Location: Chesterfield

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-CP-09-002	2012	November 14, 2011	PIRE	6	36	36	0

Agency Types	Counties	Cities
Police	Bollinger, Crawford, Franklin, Jefferson, Lincoln, St. Louis, Stone, Webster	Marble Hill, Leasburg, New Haven, Saint Clair, Washington, Arnold, Hawk Point, Olivette, Kirkwood, Ballwin, Bel-Nor, Creve Coeur, Florissant, Sunset Hills, Vinita Park, Reeds Spring, Calverton Park
Sheriff	Carter	
University	St. Louis	

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-033	2012	November 14, 2011	PIRE	6	36	36	0

Agency Types	Counties	Cities
Police	Bollinger, Franklin, Jefferson, Lincoln, St. Louis, Stone, Webster	Marble Hill, New Haven, Robertsville, Saint Clair, Washington, Arnold, Hawk Point, Olivette, Kirkwood, Ballwin, Bel-Nor, Creve Coeur, Sunset Hills, Vinita Park, Reeds Spring, Calverton Park
University	Franklin, St. Louis City	Washington, Saint Louis

					CEU Hours	# Part.	Passed	Failed
				Group Totals:	12	72	72	0

Location: Jefferson City - Cole County

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-033	2012	March 19, 2011	PIRE	6	49	49	0

Agency Types	Counties	Cities
Police	Boone, Callaway, Cole, Howard, Jackson, Miller, St. Charles, St. Louis	Centralia, Columbia, Fulton, Fayette, Eldon, Lake Saint Louis, Breckenridge Hills, Chesterfield, Jefferson City - Cole County, Kansas City - Jackson County
Sheriff	Callaway, Dallas, Grundy, Jefferson	
State Agency	Cole	Jefferson City - Cole County
University	Adair	Kirksville

					CEU Hours	# Part.	Passed	Failed
				Group Totals:	6	49	49	0

Location: Lees Summit - Jackson County

12/3/2012

Project Number	Fiscal Year	Training Date	Training Provider	CEU Hours	# Part.	Passed	Failed
12-154-AL-033	2012	June 04, 2012	PIRE	6	34	34	0

Agency Types	Counties	Cities
Police	Clay, Jackson, Johnson, Lafayette, Platte, Stone	Smithville, Independence, Raytown, Sugar Creek, Knob Noster, Platte City, Reeds Spring, Kansas City - Jackson County, Lees Summit - Jackson County

	CEU Hours	# Part.	Passed	Failed
Group Totals:	6	34	34	0
Grand Totals:	3,383	21,319	3,838	17

12/3/2012

PROJECT TITLE:

Hazardous Moving Violations Enforcement

PROGRAM AREA:

02

TYPE OF JURISDICTION:

Urban

AGENCY NAME:

Kansas City MO Board of Police Commissioners

PROJECT NUMBER:

12-PT-02-026

JURISDICTION SIZE:

441,574

TARGETED POPULATION:

All Drivers

AGENCY CONTACT:

Sgt. Jay Atkinson

PROJECT DESCRIPTION:

The Kansas City Missouri Police Department will conduct directed hazardous moving enforcement city-wide at the top thirty crash locations, as determined on a monthly basis by the Special Operations Division's traffic analyst. A minimum of three enforcement days will be scheduled during the Youth Seat Belt Enforcement Campaign, Click It or Ticket Campaign, You Drink and Drive You Lose Campaign, Child Passenger Safety Week and the Aggressive Driving Mobilization.

One officer will be sent to Advanced Crash Reconstruction training.

PROBLEM IDENTIFICATION:

Hazardous driving is a serious problem on Missouri's roadways and has contributed substantially to traffic crashes, especially crashes resulting in death. Many of these crashes are caused by aggressive drivers of motorized vehicles who have committed one or more of the following violations: speeding; driving too fast for conditions; and/or following too close. Other hazardous driving may include improper lane change, red-light running, or impaired driving.

From 2007-2009, there were 1,236 fatalities resulting from aggressive drivers. Of those fatalities, 40.1% resulted from exceeding the speed limit, 56.5% resulted from driving too fast for conditions, and 3.9% from following too close. Also, during the same time frame there were 817 people killed and 3,670 were seriously injured from impaired driving.

GOALS AND OBJECTIVES:

Goal:
To decrease aggressive driving-related fatalities by 2 percent annually to:
- 419 by 2010
- 410 by 2011
- 402 by 2012
- 394 by 2013

Objective:
Develop and implement a plan that focuses on hazardous moving violations (such as speeding, following too closely, driving too fast for conditions, red-light running, improper lane changes, and failure to yield) at high crash locations and corridors.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
5. Attaining the Goals set forth in this contract*
6. Accomplishing the Objectives* established to meet the project Goals, such as:

- Enforcement activities (planned activities compared with actual activities)
- Programs (number and success of programs held compared to planned programs, evaluations if available)
- Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
- Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
- Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
- Other (any other information or material that supports the Objectives)

7. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

See attached Enforcement Statistics Report

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	$200,000.00	$195,921.81

HS CONTACT:

Chris Luebbert

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

Enforcement Statistics

Program:	TRAFFIC ENFORCEMENT APPLICATION		Fiscal Year:	2012
Agency:	Kansas City MO Board of Police Commissioners			
Project:	Hazardous Moving Violations Enforcement		Project Number:	12-PT-02-026

Enforcement Period Start Date:	10/1/2011	Enforcement Period End Date:	9/30/2012

Enforcement Activity: SUMMARY

		Warnings	
DWI Alcohol Arrests:	0	Warn Following Too Close:	2
DUI Drug Arrests:	0	Warn Stop Sign:	1
Following too Close:	12	Warn Signal Light Violation:	0
Stop Sign Violation:	28	Warn Fail To Yield:	2
Signal Light Violation:	7	Warn C & I Driving:	0
Fail to Yield:	3	Warn Speeding:	443
C & I Driving:	9	Warn Other HMV:	20
Speeding:	7,367	**Total HMV Warnings**	**468**
Other HMV:	133		
Total HMV	**7,559**		

		Warn Seat Belt	34
Shaded areas are not included in totals.		Warn Child Restraint:	1
Seat Belt:	1,002		
Child Restraint:	13		
MIP Violations:	0	Warn MIP Violations:	0
Open Container:	0	Warn Open Container:	0
Zero Tolerance:	0	Warn Zero Tolerance:	0
Fake ID:	0	Warn Fake ID:	0
Other Liquor Law:	0	Warn Other Liquor Law:	0
Suspended/Revoked Licenses:	184	Warn Suspended/Revoked Licenses:	4
No Operator's License:	0	Warn No Operator's License	0
Uninsured Motorist:	904	Warn Uninsured Motorist:	65
Felony Arrests	7	Warn Other NON-HMV Violations:	59
Drug Arrests	1	**Total NON-HMV (Warnings)**	**163**
Stolen Vehicles Recovered	1	**Total Violations (Warnings)**	**631**
Fugitives Apprehended	6		
Other Non-HMV Violations:	888		
Total Non-HMV	**2,991**		
Total Violations (Citations)	**10,550**		

Program:	TRAFFIC ENFORCEMENT APPLICATION		Fiscal Year:	2012
Agency:	Kansas City MO Board of Police Commissioners			
Project:	Hazardous Moving Violations Enforcement		Project Number:	12-PT-02-026

Number of Sobriety Checkpoints: 0

BAC Given: 0 Refused: 0

Field Tested SFST: 0

Drug Influence Evaluation: 0

Blood Draws: 0

DWI Arrests Ages:

16-20	21-29	30-39	40-50	50+
0	0	0	0	0

Number of Vehicle Stops: 8,507

Number of Hours: 4,051

Enforcement Cost: 0.00

Performance

Stops Per Hour: 2.01

Cost Per Citation: 0.00

Cost Per Stop: 0.00

Media Coverage:

☐ Radio ☐ TV ☐ News Releases ☐ Press Conference ☐ Web Site ☐ Print Media

Other:

Location, activity or comments:

Youth Alcohol Only

Party Calls: 0

Disturbances: 0

Compliance checks: 0

Number of Contacts: 0

Full Time Grant-Funded Units

Hours on Enforcement: 0

Hours in Court: 0

Hours in Training: 0

Hours on Leave: 0

Hours in Outreach: 0

Other Hours: 0

Total Hours: 0

Reporting Officer's Name:

Thursday, December 06, 2012

PROJECT TITLE:

Occupant Protection

PROGRAM AREA:

02

TYPE OF JURISDICTION:

Urban

AGENCY NAME:

Kansas City MO Board of Police Commissioners

PROJECT NUMBER:

12-PT-02-029

JURISDICTION SIZE:

441,574

TARGETED POPULATION:

All Drivers

AGENCY CONTACT:

Sgt. Grant Ruark

PROJECT DESCRIPTION:

The Kansas City, Missouri Police Department's Traffic Enforcement Unit will conduct two (2) three-day seat belt enforcement mini-waves each month. The mini-waves will consist of one (1) sergeant and (5) officers wearing the customized traffic safety vests mentioned in the equipment section of this project as they work up to four hours each of the three days. Jackson and Clay Counties have shown to have seat belt usage rates lower than the statewide average. Therefore, unless a particular mobilization or request focuses their efforts elsewhere, the officers will be directed to concentrate their enforcement in the areas surrounding the locations within those two counties that the Missouri Safety Center uses to conduct its annual seat belt surveys as long as the locations are also within the city limits of Kansas City, Missouri. During the months where the following campaigns or mobilizations are scheduled, the mini-waves will be scheduled in conjunction with them if at all possible. The quarterly Occupant Protection Days, the Youth Seat Belt Enforcement Campaign, the Click It or Ticket Mobilization, the You Drink You Drive You Lose Campaign and during Child Passenger Safety Week. The project director will work closely with the Department's Media Unit to try and obtain cooperation from local news agencies, so that the mini-waves can receive consistent publicity.

Should inclement weather prohibit working one or more days of the mini-waves, the day or days will be rescheduled to the next available day with good weather.

PROBLEM IDENTIFICATION:

A substantial number of vehicle occupants killed in 2007-2009 Missouri traffic crashes were not wearing safety restraints compared to those injured and not injured. In fatal crashes, 67.8% of vehicle occupants who died were not buckled up (crashes where usage was known). Of those seriously injured, 36.6% were not buckled up. Conversely, of those not injured, 747,662 were wearing a safety restraint.

Seat belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in 2007-2009 crashes, 1 in 2 was injured when they failed to wear their seat belt. But when they were wearing a seat belt, their chances of being injured in the crash were 1 in 8. When examining driver deaths, the differences are much more significant. Drivers had a 1 in 31 chance of being killed if they were not wearing a seat belt; but that chance dropped dramatically to only 1 in 1,343 if the driver was wearing a seat belt.

GOALS AND OBJECTIVES:

Goal:
To increase statewide seat belt usage by 2 percent annually to:
- 80 percent by 2010
- 82 percent by 2011
- 84 percent by 2012
- 86 percent by 2013

Objectives:
1. Participate in the National "Click It or Ticket" campaign
2. Participate in the quarterly occupant protection enforcement campaigns
3. Develop and implement an enforcement plan that will focus on non use of occupant protection devices as required by State statute or local ordinance

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
5. Attaining the Goals set forth in this contract*
6. Accomplishing the Objectives* established to meet the project Goals, such as:
· Enforcement activities (planned activities compared with actual activities)
· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
7. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

See attached Enforcement Statistics Report.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	$30,000.00	$29,589.19

HS CONTACT:

Chris Luebbert

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

Enforcement Statistics

Program:	TRAFFIC ENFORCEMENT APPLICATION		Fiscal Year:	2012
Agency:	Kansas City MO Board of Police Commissioners			
Project:	Occupant Protection		Project Number:	12-PT-02-029

Enforcement Period Start Date:	10/1/2011	Enforcement Period End Date:	9/30/2012

Enforcement Activity:	SUMMARY

		Warnings	
DWI Alcohol Arrests:	0		
DUI Drug Arrests:	0	Warn Following Too Close:	1
Following too Close:	0	Warn Stop Sign:	0
Stop Sign Violation:	0	Warn Signal Light Violation:	0
Signal Light Violation:	1	Warn Fail To Yield:	7
Fail to Yield:	5	Warn C & I Driving:	0
C & I Driving:	2	Warn Speeding:	383
Speeding:	831	Warn Other HMV:	6
Other HMV:	15	**Total HMV Warnings**	**397**
Total HMV	**854**		

Shaded areas are not included in totals.		Warn Seat Belt	0
Seat Belt:	563	Warn Child Restraint:	0
Child Restraint:	6	Warn MIP Violations:	0
MIP Violations:	0	Warn Open Container:	0
Open Container:	0	Warn Zero Tolerance:	0
Zero Tolerance:	0	Warn Fake ID:	0
Fake ID:	0	Warn Other Liquor Law:	0
Other Liquor Law:	0	Warn Suspended/Revoked Licenses:	0
Suspended/Revoked Licenses:	29	Warn No Operator's License	0
No Operator's License:	0	Warn Uninsured Motorist:	17
Uninsured Motorist:	63	Warn Other NON-HMV Violations:	18
Felony Arrests:	0	**Total NON-HMV (Warnings)**	**35**
Drug Arrests:	0	**Total Violations (Warnings)**	**432**
Stolen Vehicles Recovered:	0		
Fugitives Apprehended:	0		
Other Non-HMV Violations:	136		
Total Non-HMV	**797**		
Total Violations (Citations)	**1,651**		

Thursday, December 06, 2012

Program:	TRAFFIC ENFORCEMENT APPLICATION	Fiscal Year:	2012
Agency:	Kansas City MO Board of Police Commissioners		
Project:	Occupant Protection	Project Number:	12-PT-02-029

Number of Sobriety Checkpoints: 0

BAC Given: 0   Refused: 0

Field Tested SFST: 0

Drug Influence Evaluation: 0

Blood Draws: 0

DWI Arrests Ages:

16-20	21-29	30-39	40-50	50+
0	0	0	0	0

Number of Vehicle Stops: 1,411

Number of Hours: 597

Enforcement Cost: 0.00

Performance

Stops Per Hour: 2.35

Cost Per Citation: 0.00

Cost Per Stop: 0.00

Media Coverage:

	Radio		TV	2	News Releases		Press Conference		Web Site		Print Media

Other:

Location, activity or comments:

Youth Alcohol Only

Party Calls:	0
Disturbances:	0
Compliance checks:	0
Number of Contacts:	0

Full Time Grant-Funded Units

Hours on Enforcement:	136
Hours in Court:	0
Hours in Training:	0
Hours on Leave:	0
Hours in Outreach:	0
Other Hours:	0
Total Hours:	**136**

Reporting Officer's Name:

PROJECT TITLE:

Hazardous Moving Violation

PROGRAM AREA:

02

TYPE OF JURISDICTION:

Urban

AGENCY NAME:

Independence Police Dept.

PROJECT NUMBER:

12-PT-02-012

JURISDICTION SIZE:

116,832

TARGETED POPULATION:

All Drivers

AGENCY CONTACT:

Sgt. John Passiglia

PROJECT DESCRIPTION:

Officers assigned to the HMV-High Crash Roadways project who are trained in speed measuring devices will be assigned to specific high accident locations. Officers will target hazardous moving violations such as speeding, following too close, improper lane use and failing to yield the right of way. Officers will be required to monitor traffic and make contact with all observed traffic violators. Enforcement in the form of traffic tickets will be required for any violations found. There will also be a zero tolerance for seat belt violations and child restraint violations. Periodic one week long enforcement waves will be utilized in addition to the daily enforcement of this grant from Traffic Unit Officers. These enforcement waves will be staffed by officers assigned outside of the Traffic Unit. They will be working in teams along six major roadways, Interstate 70, US24, US40, M291, M78, and Noland Road.

The Traffic Safety Unit will specifically target I-70 to curb aggressive driving. We have identified that tailgating and improper lane use have contributed greatly to the crashes along this major stretch of Interstate in our city as stated in the problem identification. Utilizing the unmarked Dodge Charger police vehicle purchased for this project, it will be possible to easily identify these types of aggressive drivers and quickly over take them so that the appropriate enforcement action can be taken. Since Independence is situated in an urban area where aggressive driving and road rage is common, this project will continue to be publicized through news releases so the motoring public will be made aware of the extra effort to combat aggressive driving and road rage in the city along I-70. Officers will also participate in the Destination Safe Aggressive Driving Campaign which is coordinated by MoDOT.

Officers will work alone and in teams to saturate areas where aggressive drivers accelerate through red lights or commit violations in conjunction with red light violations. Officers will also use spotters in unmarked cars to identify red light running violations along major streets and highways and communicate the description of violators to officers further down the road. Officers will also participate with the Union Pacific Police Department in Operation Lifesaver targeting violators that fail to stop for railroad crossing gates.

PROBLEM IDENTIFICATION:

Hazardous driving is a serious problem on Missouri's roadways and has contributed substantially to traffic crashes, especially crashes resulting in death. Many of these crashes are caused by aggressive drivers of motorized vehicles who have committed one or more of the following violations: speeding; driving too fast for conditions; and/or following too close. Other hazardous driving may include improper lane change, red-light running, or impaired driving.

From 2007-2009, there were 1,236 fatalities resulting from aggressive drivers. Of those fatalities, 40.1% resulted from exceeding the speed limit, 56.5% resulted from driving too fast for conditions, and 3.9% from following too close. Also, during the same time frame there were 817 people killed and 3,670 were seriously injured from impaired driving.

During the three year summary period Independence experienced 8,089 crashes, of which, 2,466 were injury crashes and 26 were fatality crashes. Motorists are accustomed to driving at least five to ten miles over the speed limit in almost every driving condition. Many are driving ten to twenty miles over the speed limit. This coupled with following too close on a regular basis results in traffic crashes and injuries. Speeding caused 1,427 crashes, injuring 761 and killing 14. Independence continues to experience rapid growth of retail businesses around an already existing major shopping center bordered by an Interstate highway, two major state routes and a primary city street. This has greatly increased the traffic flow into this area resulting in an increased amount of traffic congestion and traffic crashes. At this same interchange the Independence Events Center has opened, increasing the already existing traffic problem. Independence also has a large shopping district stretching four miles

through the center of the city along Noland Road. Noland Road is consistently a high accident location.

Aggressive drivers become involved in road rage which results in even more serious consequences to the combatants. During the three year summary period 553 traffic crashes have occurred along the 7 mile stretch of I-70 in Independence. This has resulted in 266 injured and 1 killed. Of the 553 crashes on I-70, 137 were the result of speeding and 217 could be attributed to following too close and 133 for improper lane use. These types of violations are consistent with aggressive driving.

Of all crashes, 518 crashes involved red light violations during the three year summary period which has injured 346 and killed 1. Red light violations are in direct correlation to aggressive drivers who are notorious for also speeding, tailgating and cutting off other motorists.

GOALS AND OBJECTIVES:

Goal:
To decrease aggressive driving-related fatalities by 2 percent annually to:
- 419 by 2010
- 410 by 2011
- 402 by 2012
- 394 by 2013

Objective:
Develop and implement a plan that focuses on hazardous moving violations (such as speeding, following too closely, driving too fast for conditions, red-light running, improper lane changes, and failure to yield) at high crash locations and corridors.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
5. Attaining the Goals set forth in this contract*
6. Accomplishing the Objectives* established to meet the project Goals, such as:
· Enforcement activities (planned activities compared with actual activities)
· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
7. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

See attached Enforcement Statistics Report.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	$150,000.00	$150,000.00

HS CONTACT:

Chris Luebbert

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

Enforcement Statistics

Program:	TRAFFIC ENFORCEMENT APPLICATION		Fiscal Year:	2012
Agency:	Independence Police Dept.			
Project:	Hazardous Moving Violation		Project Number:	12-PT-02-012

Enforcement Period Start Date:	10/1/2011	Enforcement Period End Date:	9/30/2012

Enforcement Activity:	SUMMARY

		Warnings	
DWI Alcohol Arrests:	5		
DUI Drug Arrests:	0	Warn Following Too Close:	0
Following too Close:	22	Warn Stop Sign:	0
Stop Sign Violation:	12	Warn Signal Light Violation:	0
Signal Light Violation:	167	Warn Fail To Yield:	0
Fail to Yield:	12	Warn C & I Driving:	0
C & I Driving:	5	Warn Speeding:	0
Speeding:	4,480	Warn Other HMV:	0
Other HMV:	304	**Total HMV Warnings**	**0**
Total HMV	**5,007**		

Shaded areas are not included in totals.		Warn Seat Belt	0
Seat Belt:	600	Warn Child Restraint:	0
Child Restraint:	9	*Warn MIP Violations:*	*0*
MIP Violations:	*0*	*Warn Open Container:*	*0*
Open Container:	*0*	*Warn Zero Tolerance:*	*0*
Zero Tolerance:	*0*	*Warn Fake ID:*	*0*
Fake ID:	*0*	*Warn Other Liquor Law:*	*0*
Other Liquor Law:	*0*	Warn Suspended/Revoked Licenses:	0
Suspended/Revoked Licenses:	285	Warn No Operator's License	0
No Operator's License:	13	Warn Uninsured Motorist:	0
Uninsured Motorist:	502	Warn Other NON-HMV Violations:	0
Felony Arrests:	*3*	**Total NON-HMV (Warnings)**	**0**
Drug Arrests:	*5*	**Total Violations (Warnings)**	**0**
Stolen Vehicles Recovered:	*3*		
Fugitives Apprehended:	*171*		
Other Non-HMV Violations:	274		
Total Non-HMV	**1,683**		
Total Violations (Citations)	**6,690**		

Friday, December 07, 2012

Program:	TRAFFIC ENFORCEMENT APPLICATION		Fiscal Year:	2012
Agency:	Independence Police Dept.			
Project:	Hazardous Moving Violation		Project Number:	12-PT-02-012

Number of Sobriety Checkpoints:		0		
BAC Given:	0	Refused:	0	Number of Vehicle Stops: 5,307
Field Tested SFST:		0		Number of Hours: 2,751
Drug Influence Evaluation:		0		Enforcement Cost: 136,445.27
Blood Draws:		0		

DWI Arrests Ages:

16-20	21-29	30-39	40-50	50+
0	0	0	0	0

Performance

Stops Per Hour:	1.89
Cost Per Citation:	20.94
Cost Per Stop:	25.17

Media Coverage:

☐ Radio	☐ TV	☐ News Releases	☐ Press Conference	☐ Web Site	☐ Print Media

Other:

Location, activity or comments:

Youth Alcohol Only

Party Calls:	0
Disturbances:	0
Compliance checks:	0
Number of Contacts:	0

Full Time Grant-Funded Units

Hours on Enforcement:	0
Hours in Court:	0
Hours in Training:	0
Hours on Leave:	0
Hours in Outreach:	0
Other Hours:	0
Total Hours:	**0**

Reporting Officer's Name:

PROJECT TITLE:

Expanding Medical fitness to drive

PROGRAM AREA:

02

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Washington University - Attn: Connie Motoki

PROJECT NUMBER:

12-DL-02-001

JURISDICTION SIZE:

5,000,000

TARGETED POPULATION:

Impaired Drivers

AGENCY CONTACT:

Ms. Tiffany Perez

PROJECT DESCRIPTION:

Washington University will collaborate with The Rehabilitation Institute of St. Louis and with St. John's Mercy Hospital in Springfield, MO as recruitment sites to further validate and test fitness to drive tools. Each site will anticipate recruiting 30 participants (total n=60). Subjects will be age 55 and older and will be medically impaired, with a focus on the following diagnoses of the elderly to include; dementia, stroke, Parkinson's disease, advanced cardiac and/or pulmonary disease. Each site will perform driving assessments (as described below). Note: As in prior studies Washington University will also collaborate with Independent Drivers, LLC (a partner to the Rehabilitation Institute of St. Louis) in performing the on road assessments.

Human Subjects approval will be obtained with Washington University Medical Center in St. Louis, as well as each partner site, where appropriate. Potential partner sites across Missouri have been contacted and preliminary background information has been gathered regarding their driving evaluation process, staffing patterns, costs, and interest in collaboration. All of the sites have expressed interest in collaboration. However the most likely candidate will be St. John's Mercy Medical Center - Springfield, MO. In the event there are difficulties or barriers with collaboration an additional site(s) will be identified.

Site selection will depend on several factors including; the number of referrals per year or clinic volume, reputation, willingness to collaborate, support from their institution, and ability to have more than one driving evaluator or tester available for the study. Other clinical sites are possible and may be substituted for the above list depending on the ability for each clinic to meet the criteria. Washington University will also seek external funding during 2011 in an attempt to expand to additional sites beyond the current proposal.

Subject inclusion criteria includes: active driver license, at least 55 yrs old, physician referral, community dwelling (non-nursing home), ten years of driving experience, physician referral with diagnosis of dementia, stroke, or neurological disease with evidence of cognitive decline, fragility, significant other available to participate, and the ability to understand and communicate in English.

Subject exclusion criteria includes: refusal to participate by participant/informant, active depression, unstable illness, severe musculoskeletal deformity or physical impairment requiring extensive vehicle modification, sensory (visual, hearing deficits) or communication impairments that would interfere with testing instructions, sedating medications, and/or a previous driving evaluation within last 12 month.

Proxy consent will be required for the participant or they will not be enrolled in the study. Information from (about) the proxy that will be recorded in the data base will include age, gender, and education level. Permission to record this information will be requested and documented from the informant on the informed consent form. Proxy consent will be obtained by all participants.

Subjects will be recruited by driving rehabilitation departments in each of their locales in Missouri. Physicians and health care providers will be provided letters and emails regarding the study. The St. Louis team working with Washington University will assist in the recruitment effort by helping to identify referral sources and providing recruitment materials. The driving evaluations will be provided at a reduced/no cost to the client to provide an incentive for participation.

The fitness-to-drive assessment will be performed at each of the site locations. Each of the locations is a partner of a local

medical and/or rehabilitation center in Missouri.

Each site will have a Driving Rehabilitation Specialist (DRS). Ms. Peggy Barco, MS, BSW, OTR/L has performed driving assessments on medically impaired drivers for over 15 years, has been instrumental in the start of two driving assessment programs at major rehabilitation centers in the St. Louis Area, has trained occupational therapists in how to perform driving assessments, and has given local and national presentations on approaches to fitness to drive. She will train the evaluators in the test battery and road test outcome measures and be responsible for the overall driving assessment process.

At each partner location, there will be identified at least two members to participate and be trained in the standard procedure of administering the brief Fitness-to-Drive clinical test battery and to develop consistent road test outcome measures across clinic sites. Failure ratings will be based on specific driving behaviors made apriori and consistent with the current modified Washington University Road Test (mWURT). To do this training a two-step process will be necessary:

1. A meeting of all partner sites in St. Louis to review study procedures, study goals, recruitment procedures, standardized testing protocol, standardizing the road test and road test requirements, human subject consenting, and data transferring procedures.

2. A reverse site visit with the PI and/or CO-PI will be arranged with each of the facilities at their location to help standardize the testing environment and procedures prior to the onset of the study. At this time the off-road test battery and the road test will be reviewed to be sure all sites are compliant and consistent between clinics.

Telephone Screening Procedure/Appointment Date: Once potential participants/subjects are identified, the partner site will contact the Washington University Project Coordinator (or designee) to perform screening of participants over the phone to determine if selection criteria (described above) are met. The telephone screening is a brief (~15 min) telephone interview by the Project Coordinator to provide information for the recruitment registry and assure appropriate inclusion/exclusion criteria. The registry will include identifying information such as age, gender, and active medical diagnoses and medication. The registry computer program has a security code, so that strict confidentiality of all registry names will be maintained. All individuals who express an interest in participating and meet the preliminary inclusion criteria will be informed of the study in greater detail over the phone. If potential participants/informants verbally agree to participate in the study, then a driving evaluation appointment date/time will be provided. The screening form will be faxed to the partner facility to provide background information prior to the evaluation.

•The participant and informant questionnaires (with cover letter), and a copy of the informed consent to participate (to review only) will be sent to their home (via mail or email).
•The participant and informant will bring back the completed questionnaires on the date of the driving assessment.
•The informed consent to participate in the driving assessment will be signed on the date of the actual assessment by the participant and informant/significant other.
*Screening information from individuals who do not meet the selection criteria (identifiable information, PMI, address, phone, etc) will be immediately destroyed. Age, educational level, and gender will be recorded as standard research protocol to describe the group that did not meet our inclusion criteria to determine if our sample is representative of all referrals in that specific setting and to determine generalizability to other settings.

Orientation Session for Informed Consent: A 10 min orientation session with the occupational therapist and/or DRS is provided on the day of the assessment with detailed information regarding the aims of the study, and the tests and measurements participants will undergo will be provided immediately prior to the driving assessment (on the date of the assessment). Verbal and written information about the potential benefits and risks of the study will be provided; questions will be answered and any concerns addressed. Informed consent will be obtained in writing at the time on appropriate approved consent forms. All tests are evidence-based and part of routine driving assessments. The participants are allowed to decline participation at any point before or during the evaluation, if they desire. If they decline to participate and desire a list of alternative driving programs the information will also be provided.

Questionnaires: After consenting, the occupational therapist/DRS will collect the mailed/completed questionnaires. These questionnaires include the following information collected from both participants and informant/significant others:
1. Driving Habits and Driving Behaviors
2. Geriatric Depression Scale
3. Epworth Sleepiness Scale
4. Functional Assessment Questionnaire

Fitness-to-Drive (FDT) Battery: The participant will undergo a brief battery of tests (e.g. approximately 30 minutes) by a clinician trained in standard administration. This will be done prior or in conjunction with any routine off-road testing. The proposed test battery for this study is yet to be finalized, since further data analysis is required on the current samples and are waiting for input from the Missouri Fitness-to Drive Working Group. However, likely candidates based on preliminary results include; Trails A, the Clock Drawing Test, the Snellgrove Maze Task, functional screens, and traffic sign recognition.

Additional Routine Off Road Clinical Testing: The participant will undergo routine off-road testing in addition to the FTD battery described above. These tests will likely include routine testing from each clinic site. The off-road clinical testing should take about 1 to 1.5 hours and include tests from the following:

Vision:
1. Tests of near and far visual acuity (EDTRS)
2. Tests of visual fields
3. Contrast Sensitivity tested by the Peli-Robson chart

Motor:
1. Standardized brief functional testing of ROM/Strength: Neck, Upper and Lower Extremities
2. Tests of Motor Speed and Coordination (Rapid Pace Walk, 9-hole peg test)

Cognition:
1. Tests of Visual Attention/Scanning: Mesulum
2. Any Additional Tests of visual spatial/executive function
3. Rules of the Road Questionnaire
4. DHI Website Version

Outcome measures: Performance Based Road Evaluation: A failure rating on the road evaluation will be the major outcome measure. Road tests will be standardized amongst partner sites in regards to level of complexity (discussed in training section above). The Performance Based Road Test will be a 45 to 60 minute in-traffic road test along a predetermined route. The participant drives a standard car with dual brakes while an instructor sits in the front seat scoring driving ability. Another trained Occupational Therapist researcher (blind to clinical results) will sit in the back seat to record performance.

Alternative Option: If a second driving evaluator is not available at the site, then an OT that is not the driving evaluator at the clinic site will perform the Fitness-to-Drive Test battery, the results of which will be blinded from the rest of the driving evaluation. To reduce the possibility that off-road tests will impact the final road test evaluation, only those tests deemed critical will be performed prior to road testing (e.g. visual acuity, visual fields, neglect testing). Washington University will also request that the tests performed in the fitness to drive battery are not repeated by the site, unless done so after the performance based road test.

The road tests consist of two components: the closed course and the open course. The closed course is started in a parking lot and allows the participant to become familiar with the car and the surroundings. The open course moves the participant into varies levels of traffic in which they have to maintain speed, obey traffic signs, signal, turn, yield the right of way, change lanes, and react to other drivers. The road test is continued as long as safety is not jeopardized. It is discontinued if the participant presents a serious safety risk. Individuals taking the road test will be scored both qualitatively (pass, marginal, fail) and quantitatively (number of safety errors which occurred). **Note: Independent Drivers, LLC, will be perfroming the road test with The Rehabilitation Institute of St. Louis as in prior years of this grant.

Recommendations Meeting: A summary/recommendation meeting will be held with the participant (and significant other) as appropriate to review the results of the driving assessment. The final written report will be sent to the referring physician for review.

Follow-Up Questionnaire: A brief 15 minute telephone follow up questionnaire will be performed by the Project Coordinator to determine the individuals' perception of the evaluation, follow thru with recommendations, and current emotional, functional, and community mobility status.

Data Management: Upon completion of each evaluation, data will be faxed to the Project Coordinator, assembled into chart format by the Project Coordinator, reviewed by the PI and Project Coordinator, and prepared for data entry into a data base located at Washington University Medical School. Since this study is a clinically based research study, partner sites will keep the final written report which is sent to the physician and the physician referral as part of standard medical records procedure.

Statistical Analysis: Logistic regression will be used to determine whether there are any significant differences between the demographics/confounders/covariates and the final road test outcome (pass or fail). This will be an important step, since these conditions have the potential to impact the final selection of the office fitness-to-drive test battery. Pearson correlations between candidate tests will be obtained to determine which tests appear to be tapping into unique constructs/domains. Receiver Operator Curves (ROC) and the Area Under the Curve (AUC) will be calculated for individual tests. A logistic regression approach will be obtained to determine the best combination of screens for predicting failure of on the road test. A probability of failure calculator will be created to assist in determining what level or cut-offs may be useful in limiting the number of patients/participants that require further road testing. In addition, likelihood ratios will be developed

based on multiple cut-off levels of the data that will assist in decision-making across various levels of performance.

During phase two of the project, Washington University will begin working group discussions within the SHP/DMV to explore feasibility of a formal pilot study within the identified DMV locations for year 2012 to 2013, to determine how the brief clinical tests can be utilized within the DMV setting to reduce the number of road tests given to medically impaired drivers. Washington University will also begin a training protocol where brief clinical tests can be incorporated into use with the reported medically impaired drivers prior to road test at the DMV.

Washington University will follow up with the consultants who participated in the Working Group meeting in June, 2011 for further advice and comment on a proposal for pilot testing in the Missouri DOR setting in 2012. In addition, support from key stakeholders in the DOR setting will need to be established. A pilot study in the DOR setting will be ready for review by December of 2011. Washington University will convene another small Working Group involving the Washington University research team, key traffic safety consultants, and administration from DOR/examiners in early 2012 to provide comments and feedback for the fitness-to-drive pilot proposal. This meeting will be to develop a final proposal to submit to MoDOT/Traffic and Highway Safety in May, 2012 for funding. If the pilot project is successful in 2012-12, further dissemination across the state of Missouri could occur in year 2013 and beyond.

PROBLEM IDENTIFICATION:

There will be a rapid increase in the number of older drivers on the road in the next few decades (1). This increase can be attributed to the aging driving population in the United States and especially to an increase in the number of older adult female drivers. It appears that each new cohort of older drivers is increasing their average miles driven per year (2). A variety of medical impairments, including dementia, likely contribute to the increased crash rate in older adults (3).

Common medical conditions that are referred for fitness to drive evaluations to the Department of Revenue include visual conditions (e.g. macular degeneration, glaucoma, cataracts), cognitive impairment (e.g. stroke, dementia) and musculoskeletal diseases (e.g. osteoarthritis, hip surgery, restricted neck range of motion) (4). Studies in tertiary referral centers have revealed an increased crash rate in drivers with dementia of the Alzheimer type in comparison with controls, although there have been exceptions. Larger population-based studies that have identified impaired drivers by brief screens have found modest increases in crash rates in older adult drivers (5). At higher levels of medical impairment, previous studies have indicated that many older adults are unable to pass a road test, and those that do are likely to fail with subsequent testing if they have a chronic disease (6).

Thus, many stakeholders that interact with older drivers such as the State Highway Patrol (SHP), physicians, occupational therapists (OT), driver's license examiners, may interact with impaired older adult drivers. There are approximately 800 fitness-to-drive referrals per year to the Department of Revenue (DOR) in the State of Missouri to evaluate older adults with underlying medical impairments. Yet, the DOR and SHP need more reliable and cost-effective screening tools other than road tests to evaluate these drivers.

A brief, simple, office-based instrument or "technology" that would predict the ability to pass a performance-based road test in impaired older drivers, particularly those with medical impairments, continues to be lacking. Often, the final "arbiter" in the decision to drive is whether the medically impaired driver can pass an on-the-road test. However, road tests are expensive, time consuming, and may need to be repeated over time in individuals with progressive conditions. There is also the safety concern for the driving instructors and the welfare of the public when administering these tests. The goal is to develop such a "tool" that could be used in both clinical practice and also at state licensing offices to eliminate/decrease the number of road tests that are required.

State and provincial governments employ a variety of methods to assist in the identification of the medically at-risk or high risk older driver. Methods include vision tests, traffic sign recognition, written driving questionnaires, road tests, in-person renewal requirements, and shorter renewal periods. Vision tests have been shown to be associated with reductions in fatality rates for older drivers. The effects of in-person renewal, vision tests, road tests, and the frequency of license renewal on older driver fatality rates were recently examined (7). Results indicated that in-person license renewal for the oldest old age category (85+) was the only licensing policy related to lower driver fatality rates. However, a battery of paper and pencil tests and functional measures were recently validated in a large older adult cohort (e.g. heterogeneous sample) in Maryland with at-fault motor vehicle crashes (8).

A screening battery that involves brief, simple, office-based testing to predict the ability to pass a performance based road test in a pilot sample of medically impaired drivers has been developed through the project with Washington University. A combination of tests has been identified for use with a sample of dementia patients that would reduce the number of necessary road tests by 50 percent. Similar findings in a sample of stroke patients, and other neurologically and visually impaired cohorts, are anticipated. However, new and innovative tests that could further improve predictive power are sorely needed. There is also a need to know whether these tests could be adopted with similar results in other clinical settings across the state of Missouri with clinicians who provide care for medically impaired older adults. In addition, there is a need to begin the process of designing a pilot project focused on expanding the findings into use by driver license examiners in Missouri to improve their ability to effectively and efficiently screen medically impaired drivers statewide.

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GOALS AND OBJECTIVES:

GOAL:
The goal of this project is to decrease the number of fatalities and serious injuries in crashes involving older drivers.

OBJECTIVES:
1) Evaluate the validity/reliability of a set of brief office-based clinical tests in predicting road test performance across varying clinical settings in the State of Missouri.
2) Pilot new screens that may further enhance predictability of the test battery, utilizing new ideas/insights from national/international consultants that participated in the Missouri Fitness-to-Drive Workshop in June, 2011
3) Create and design a specific pilot project for the driver license examiners in Missouri utilizing the office-based clinical tests to identify medically impaired drivers.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
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6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

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· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	$109,999.00	$77,102.15

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Expanding Medical Fitness to Drive

Missouri Department of Transportation, Division of Highway Safety

Progress Report for Grant Period: 10/1/11 to 9/30/12

PI: Peggy P. Barco

Co-PI: David Carr

Washington University School of Medicine

10.22.12

Preliminary findings are summarized to date:

Participants:

Participants from the St. Louis Washington University Location included 31 participants which met inclusion criteria and 24 participants from the Springfield, St. John's Hospital site. St. John's Hospital has some difficulty with timely Human Subjects Approval mostly due to their site not being previously involved in many research studies. Thus, St. John's had a delayed start – resulting in a slightly lower number of recruited participants.

A total of 86 individuals were screened to be in the study. Of the 86 individuals, 31 were not accepted into the study due to not meeting selection criteria (45%), cancellations (29%), and refusal to participate (16%). 31 were accepted and evaluated at the St. Louis medical site and 24 were accepted and evaluated at the Springfield medical site (Figure 2).

Of the 31 participants in St. Louis – 71% were dementia, 9.7% were stroke, and 19.4% were Parkinson Disease. In comparison, Springfield participants were 25% Dementa, 45.8% Stroke, 4.2% Parkinson Disease, 4.2% TBI, and 8.3% other. Springfield's sample presents a slightly more diverse group of elderly older adults in medical diagnosis as compared to the St. Louis sample.

Prior to determining whether the model (utilizing brief clinical tests) found to be predictive of unsafe/failed driving performance will apply to a different medical site, it is important to determine similarities/differences of the sample in St. Louis in comparison to the Springfield sample.

The mean age of participants was 74 years in St. Louis, in comparison to 77 years in Springfield). Years of education of the participants was 15.48 in St. Louis, and 14.89 years in Springfield. There was no statistical difference between groups. Additionally, 71% of the sample in St. Louis was male in comparison to 76.2% of sample being male in Springfield. Race revealed 90%

Caucasian recruitment in St. Louis in comparison to 100% of sample in Springfield. These differences were not found to be significantly different between the two medical sites (see Table 1). Finally, there were no significant differences in the number of participants that failed the on road evaluation between St. Louis (48%) and Springfield (55%).

When examining preliminary findings, it appears the samples from the two medical centers appear to not only represent a homogeneous sample (age, gender, race, years of education), but are also similar in their level of cognitive and motor function. Significant differences between the 2 locations occurred in visual contrast sensitivity, $t(53)=4.63$, $p<.0001$, and in right hand coordination skills, $t(51)=3.30$, $p<.002$. No other significant differences were observed in motor function between the 2 sites as indicated by the following tests: Rapid Pace Walk, left hand coordination/9 hole peg test, grip strength bilaterally, and brake reaction time (Table 2).

Somewhat surprising, the samples from both sites showed very similar level of cognitive functioning across all domains tested. No significant differences between the St. Louis and Springfield location were observed in scores related to the Short Blessed Test, Clock Drawing Test, Trails A, Trails B, Complex Geometric Figure Copy Test, and the Snellgrove Maze Test. Brief tests of cognitive function related to driving, e.g. Traffic sign test and Rules of the road also did not show significant differences between the medical sites (Table 3).

Brief tests which are shown to be significantly different (in preliminary findings) between those that passed and those that failed the road tests (in a combined sample of Springfield/St. Louis participants include the Rapid Pace Walk, Trails A and Trails B, the Maze test, traffic signs, and written rules of the road.(Table 4) * Note Traffic Signs will be part of separate analysis/paper.

Pending Data Analysis: Similar to previous studies, there are significant differences between cognitive scores and road test outcomes. Pearson correlation coefficients indicate a high correlation between most cognitive tests, but a low correlation with the Rapid Pace Walk. Interestingly, the AUC is .7 for each individual test (Trails A, RPW) using this data sample. Thus, the best model for this mixed sample of medically impaired drivers may be Trails A, a test of psychomotor speed, and a test of gait and motor speed (Rapid Pace Walk). Additional analyses with the entire data set and by the statistician will have to await further confirmation. However, if these preliminary findings hold, it will have demonstrated that brief tests also are useful in similar sites and will have replicated initial findings.

Washington University Medical School (WUSM):

Referrals from Partner Facilities

Telephone Screen by WUSM Project Coordinator

WUSM Project Coordinator coordinates driving appt with facility and mails paper work to participant/significant

Paperwork and driving assessment data from Partner Facilities

Driving Assessment takes place at each partner facility.

1. Human Subjects Consenting

Figure 1: Study Procedures

Participants Screened = 86 total (from both locations)

31 accepted from St. Louis Location

31 were not accepted into study

24 accepted from Springfield Location

14 did not meet selection criteria

12 cancelled the driving assessment

5 refused to participate

Failure to meet selection criteria included reasons as follows:
Not actively driving
No driver's license
Under age 55
Recently had a driving assessment

Cancelations were due to the following reasons:
Driving assessment no longer needed
Did not want to sign the consent
Fear of loss of driving privilege

Refusal to participate included the following reasons:
Feeling the assessment was not needed
Not comfortable with the route location

Figure 2: Participants Screened for Driving Study

Table 1: Demographic characteristics of the sample

	St Louis Washington University	Springfield St. John's Hospital	P value
Gender Male %	71%	76.2%	(chi square) .68
Age (yrs)	73.08+/_7.4	77 +/-9.7	(t test) .18
Education (years)	15.48 +/-3.38	14.89+/- 3.1	(t test) .54
Race Caucasian %	90%	100%	(chi square) .14

Table 2: Vision/motor test comparisons between medical sites

	Means (St Louis Washington University)	Means (Springfield St. John's Hospital)	P value (t tests)
Contrast Sensitivity	1.58 +/- .14	1.79 +/- .20	.0001 *
Rapid Pace Walk (sec)	7.18 +/-1.9	7.97 +/- 2.96	.25
9 Hole peg – R (sec)	26.06 +/- 4.0	38.70 +/- 20.9	.002 *
9 Hole peg –L (sec)	29.50 +/- 8.32	33.48 +/- 7.63	.08
Grip Strength – R (lbs)	63.57 +/- 18.35	53.73 +/- 23.9	.09
Grip Strength – L (lbs)	59.33 +/- 16.87	54.83 +/- 21.20	.38
Brake Reaction Time	.70 +/- .21	2.85 +/- 10.56	.26

Table 3: Cognitive/traffic knowledge tests comparisons between medical sites

	St Louis Washington University	Springfield St. John's Hospital	P value (t tests)
Short Blessed Test	7.35 +/- 6.75	6.17 +/- 6.08	.50
Clock Drawing Test	5.19 +/- 1.82	5.58 +/- 1.56	.41
Trails A (sec)	71.28 +/- 47.38	68.06 +/- 28.89	.77
Trails B (sec)	169.50 +/- 81.41	190.0 +/- 85.19	.40
Complex Geometric Figure Copying (Total Score)	10.26 +/- 3.23	15.52 +/- 22.51	.24
Maze Test (sec)	51.32 +/- 24.31	63.98 +/- 62.14	.32
Traffic Sign Naming (number correct out of 12)	7.84 +/- 2.56	8.37 +/- 2.57	.45
Traffic Sign Meaning (number correct out of 12)	8.77 +/- 2.81	8.29 +/- 3.21	.56
Rules of the Road (number correct out of 13)	9.8 +/- 2.73	10.52 +/- 2.20	.24

Table 4: Significant differences in Brief Tests between those that pass or fail a road Tests in Springfield/St. Louis Sample

Test	Mean for that that pass road test	Mean for those that failed road test	P level (t tests)
Rapid Pace Walk/sec	6.67 +/-1.60	8.34 +/-2.79	.01*
Right hand grasp/lbs	60.83 +/-20.98	57.61 +/- 22.24	.59
Left hand grasp/lbs	59.42 +/- 16.92	55.40 +/- 20.88	.44
Short Blessed test (0 to 24)	5.31 +/-5.13	8.36 +/-7.31	.08
Clock Drawing (0 to 7)	5.85 +/- 1.19	5.04 +/- 1.93	.07
Trails A/sec	51.27 +/- 17.28	87.47 +/-47.71	.001*
Trails B/sec	209.62 +/- 87.15	113.00 +/- 321.60	.01*
Complex Figure Copy Score	10.85 +/- 9.92	10.22 +/- 3.61	.56
Traffic Signs/Naming/correct out of 12	8.92 +/- 2.31	7.39 +/- 2.59	.03*
Traffic Signs/Meaning/correct out of 12	9.65 +/- 2.13	7.71 +/- 3.29	.01*
Written rules of the road/# correct out of 13	10.88 +/- 2.78	948 +/- 2.13	.04*

*Significant p<.05

Pending Publications/Presentations for 2011 to 2012

1. Predicting Road Test Performance in Drivers with Stroke.
Barco, P. P,, Wallendrorf, M.J., Snellgrove, C.A., Ott, B.R., & Carr, D.B.
(Currently being reviewed by Stroke Journal).

Presentation: This paper was selected and presented as a research presentation at the Academy of Physical Medicine and Rehabilitation in Seattle, WA in September 2010.

ABSTRACT

Background and Purpose: Currently, there are few tools to assist clinicians with the decision on which patients with stroke should be referred for performance-based road testing. The aim of this study was to develop a brief screening battery to predict the on-road performance of drivers with a previous stroke.

Methods: This study examined 72 people with stroke referred by community physicians to an Occupational Therapy based driving clinic at an academic rehabilitation center. The outcome variable was pass/fail on the modified Washington University Road Test (mWURT). Predictor measures were tests of visual, motor and cognitive functioning, selected for their empirical or conceptual relationship to the complex task of driving safely.

Results: Twenty-seven (38%) participants failed the on-road driving test. The best predictive model for failure on the road test included Trail Making Test A and the Snellgrove Maze Task (®). Visual and motor functioning was associated with road driving test failure as well, but did not impact the model.

Conclusion: A screening battery that can be performed in less than 5 minutes was able to assist in the prediction of road test performance in a select sample of drivers with stroke. A "probability of failure" calculator can be created from a logistic regression model that may be useful for clinicians in their decision to refer patients with stroke to driving evaluation centers for further testing. More studies are needed in larger samples, along with discussions with patients, families and clinicians, in regards to acceptable levels of cut-offs and test uncertainty.

2. Potentially Driver Impairing (PDI) Medication Use in Medically Impaired Older Adults Referred for Driving Evaluations(Paper in final stages of data analysis)

Objective: To determine whether an association exists between driving and cognitive test performance and routine use of 'potentially driver impairing' (PDI) medications in medically impaired adults referred for clinical driving assessment. A secondary aim of this study was to

explore subcategories of PDI medications in our sample to determine whether any specific classes of drugs were more strongly associated with impaired clinical outcomes.

4. Driving Errors in Older Adults with Dementia: A Quantitative Approach to Scoring the Road Assessment.

Paper in process. This paper includes doctorate work for Peggy Barco in the development of the Record of Driving Errors (RODE), a scoring tool for recording driving errors on the road test. With this tool, driving_safety errors have been recorded in 3 levels of traffic conditions (closed parking lot, low traffic, and moderate-to-high traffic). Types of driving behavior errors include operational errors (e.g., use of controls), tactical errors (e.g., distance judging, lane positioning), and strategic/cognitive errors (e.g., decision making). In addition, common interventions (verbal cueing, wheel interventions, and brake interventions) as well dangerous actions are recorded and studied. Driving errors are also evaluated in context of the type of driving situation in which they occurred (e.g. making a left/right turn, lane changes, etc). The focus of the first paper will be looking at what are the differences that exist in driving errors in a sample of individuals with dementia and controls that result in failing a performance base road assessment.

Authors to be determined but will include: Peggy Barco, David Carr, Mike Wallendorf, Steve Ice, Brian Ott, Carolyn Baum

This paper is being presented in November 2012 at The Gerontological Society of America National Conference in San Diego, CA (Barco, P.P., Meuser, T., Carr, D.B.)

Abstract:

Performance based road assessments have been the traditional gold standard for evaluating driver fitness. Errors, however, are often weighted differently in setting pass-fail criteria. This presentation will focus on a study of older adults with mild dementia (n=42) and healthy older adults similar in age/gender (n=41) who participated in a standardized clinical off-road and on-road driving assessment. Results will be discussed in relationship to driving errors which are more prevalent in those who failed the road test, as well as which tests of cognitive/motor function are associated with these errors. Preliminary analysis indicates that individuals who failed had significant difficulties with steering, visual scanning, lane usage/positioning, stopping, and not yielding to other vehicles. Findings will be contrasted with error patterns reported by highway patrol officers concerning crashes with drivers with dementia. Attendees will learn about the value of on-road testing and the strengths/difficulties of error standardization in scoring.

5. Informant Study (paper/analysis in progress)

Another area of focus has been developing caregiver tools for informants or caregivers that would assist them with the decision of when to refer their family member for a driving evaluation. In the dementia sample (N=100), the questionnaires filled out by informants on driving behaviors and status were explored.

functional Measure	Total Sample (N=100) Avg+SD/Range	Pass Road Test (N=35) (35%)	Fail Road Test (N=65) (65%)
Driving Experience (years)	57.5±9.4 (36-76)	56.8±9.7 (36-72)	57.8±9.2 (36-76)
How Many Trips Per Week?	3.0±2.8 (0-20)	3.5+3.9 (1-20)	2.8+2.0 (0-10)
How Many Minutes a Day?	51.3±37.7 (0-180)	54.8±34.0 (15-120)	49.5±39.6 (0-180)
How Many Days Per Week?	5.2±2.1 (0-7)	5.6±1.9 (1.5-7)	5.0±2.2 (0-8)
How Many Miles per Day?*	16.9±12.1 (0-63)	21.1±13.9 (2-63)	14.6±10.4 (0-50)

Interestingly, data indicate that driving fewer miles per day is associated with a higher risk of failing road test. This is consistent with the literature on the older driver which probably represents in a reduction in exposure due to cognitive and/or physical frailty.

MEASURE	Total Sample (N=100) Avg+SD/Range	Pass Road Test (N=35) (35%)	Fail Road Test (N=65) (65%)
Total AD-8 Score*	5.2±1.7 (2-8)	4.3±1.6 (2-8)	5.6±1.7 (3-8)
FAQ Sum Score*	7.5±6.7 (0-24)	4.4±4.8 (0-15)	9.2±7.0 (0-24)
# Total Abnormal Driving Behaviors (0-25)	3.6±4.1 (0-15)	2.7±3.9 (0-15)	4.0±4.1 (0-14)
Crashes Past Year	19 (20%)	6 (16.7%)	13 (21.3%)

Data suggests that impairment in functional screens such as the AD-8 and the Functional Assessment Questionnaire are associated with impaired driving performance. Forest plots examining the odds of road test failure with confidence intervals support the premise that impairments in other higher order instrumental activities of daily living is associated with failure on the road test.

Functional Assessment Questionnaire

Item	N	Estimate	
Writing checks, paying bills	75	6.96	
Assembling tax records	75	4.24	
Shopping alone	85	3.65	
Playing a game of skill	59	6.12	
Heating water	87	22.16	
Preparing a balanced meal	67	2.14	
Keeping track of current events	91	1.63	
Paying attention to TV/book/magazine	90	1.30	
Remembering appointments	89	4.68	
Traveling out of neighborhood	86	2.85	

Odds Ratio
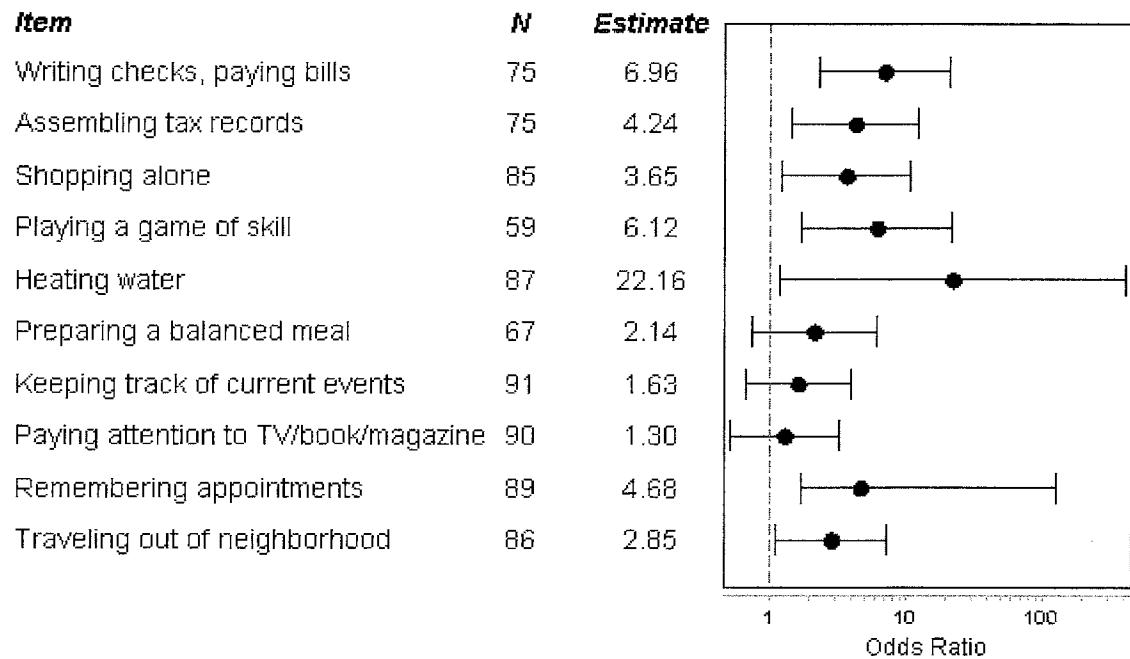
However, specific driving behaviors noted by the informant were not helpful in discriminating pass/fail on the road test.

Driving Behavior Questionnaire

Item	N	Estimate	
Getting lost while driving	95	1.16	
Difficulty backing up	95	1.42	
General control of the vehicle	95	4.50	
Failure to look for traffic	95	1.12	
Drives too slow	95	3.32	
Drives too fast	95	1.08	
Does not consistantly use mirrors	95	1.24	
Difficulty at intersections	95	1.94	
Difficulty parking	95	2.49	
Difficulty staying in lane	95	2.51	
Difficulty changing lanes	95	0.96	
Yielding right of way	95	4.47	
Follows too close	95	0.45	
Allow enough gap when left turns	95	1.07	
Notice cross traffic when left turns	95	1.93	
Trouble making decisions in traffic	95	2.82	
Over cautiousness	95	3.04	
Overly aggressive	95	1.92	
Potential hazardous error	95	2.05	
Forgets to signal	95	2.70	
Signals too late	95	0.37	
Difficulty steering	95	0.08	
Trouble breaking	95	2.00	
Trouble accelerating	95	3.981	

Odds Ratio

A 15 point caregiver scale of road test prediction was developed based on three domains that have been noted to be associated with poor performance in demented drivers; functional impairment or disease severity, avoidance of difficult driving situations, and caregiver assessment of the patient's driving abilities. Five items were adopted from the AD-8: judgment, interest, forgets month-year, difficulty with financial affairs, and difficulty with appointments and scored a partial AD-8 on a 0-5 scale. Increasing numbers indicate an increasing number of functional impairments. A five point scale of "avoidance" in driving situations was also developed, determining if patients avoided driving in rush hour, rain, at night, on interstates, or were asked to limit their driving (0-5). Increasing numbers indicating more situations avoided in traffic, which has been associated with a higher risk of driving impairment. Finally, utilizing the caregiver/informant proxy rating of the participants driving, scored (1-5), 1=excellent, 2=above average, 3=average, 4=below average, and 5=poor. These individual scales were all associated with poor driving performance and fair prediction based on the Area Under the Curve (AUC).

Variable	AUC		
MEASURE	Total Sample (N=100) Avg+SD/Range	Pass Road Test (N=35) (35%)	Fail Road Test (N=65) (65%)
5 Point AD-8 (0-5)*	2.9+1.4	2.0+1.1	3.3+1.3
Family Rating of Driving Ability (0-5)*	3.1+1.0	2.5+1.0	3.3+.8
Avoid or Limit Driving Situations (0-5)*	1.3+1.3	.7+1.0	1.5+1.3
The 3 A's*	7.2+2.7	5.3+2.4	8.2+2.3

AD-8a	0.76
Caregiver Rating	0.73
Avoiding Driving Situations	0.68

Thus, the "3 A's": AD-8, Avoidance, and Assessment of driving by the caregiver can be summed for a total of 0-15 points. The AUC for these three combined tests gave an AUC. It was .81 indicating good ability to discriminate poor driving performance.

ROC Curve

Sensitivity vs 1 – Specificity

Diagonal segments are produced by ties.
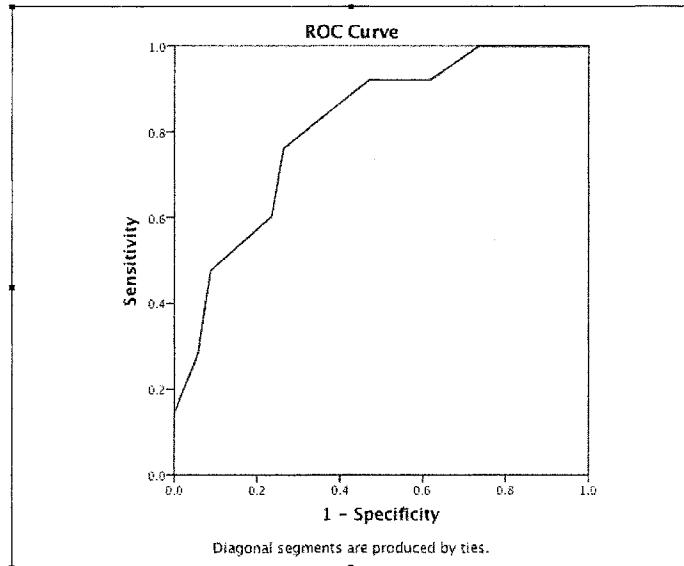
In summary, three measures of caregiver/informant information had a modest ability to predict failure on the road test in a sample of demented drivers. There are plans to expand this effort to all 300 drivers assessed to date in the driving evaluation clinic. In addition, a probability of failure calculator will be developed that could assist caregiver/informants with the decision when to refer for a performance based road test.

PROJECT TITLE:	**PROJECT NUMBER:**
Accident Investigation Training	12-PT-02-035
PROGRAM AREA:	**JURISDICTION SIZE:**
02	5,000,000
TYPE OF JURISDICTION:	**TARGETED POPULATION:**
Statewide	All Drivers
AGENCY NAME:	**AGENCY CONTACT:**
MO State Highway Patrol	Ms. Leigh Ann Falter

PROJECT DESCRIPTION:

The Missouri State Highway Patrol Academy will offer the following training programs:

Basic Crash Investigation
Advanced Crash Investigation
Crash Reconstruction
Crash Reconstruction Retraining
Crash Investigation I
Crash Investigation II

The Academy will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, and provide P.O.S.T. CEU's.

PROBLEM IDENTIFICATION:

The Missouri State Highway Patrol Academy has been involved in training peace officers in a wide variety of traffic safety courses including Basic Crash Investigation, Advanced Crash Investigation, Crash Reconstruction, Crash Reconstruction Retraining, Motorcycle/Pedestrian Crash Investigation, Commercial Vehicle Crash Investigation, Energy Methods & Damage Analysis in Crash Reconstruction, Radar Operator, Radar Instructor, DWI Detection, Blood Alcohol Content (BAC) Type II and Type III, Standardized Field Sobriety Testing (SFST), SFST Instructor, Emergency Vehicle Operations Course (EVOC), and EVOC Instructor. Beyond these schools, which have so greatly impacted many of Missouri's police agencies, the Academy has been able to properly train its instructors through the use of limited Highway Safety funds. The funds have ensured the quality of training received by the agencies of our state is up-to-date and credible.

When budgets are cut, it is often training that gets cut first. Many law enforcement departments, large and small, are better able to train their people in specialized areas (those areas where only a select few within the department receive formal training) when the cost is not prohibitive. By receiving assistance in tuition support from the Highway Safety Division, the Academy is able to offer specialized courses at a reduced rate without losing the quality that the Academy demands and the MoDOT Highway Safety Division expects.

In order to effectively enforce the traffic laws of the state, Missouri's peace officers must have access to state-of-the-art, credible training in specialized courses. This type of training is expensive and also time consuming. Some traffic safety issues, however, are one-time situations that can be addressed with very limited training such as passage of new laws, procedural changes, etc.

GOALS AND OBJECTIVES:

GOAL:
The goal of this project is to provide technical and advanced level training to law enforcement personnel across the state.

OBJECTIVES:

1.Provide quality police training to law enforcement personnel from the State of Missouri in areas directly affecting safety upon the state's highways.

2. Provide quality training to instructors at the Law Enforcement Academy so they can continue to effectively train law enforcement personnel from agencies throughout the state.

3. Supply students with educational equipment and supplies to assist them in learning the techniques covered in class;

4, Make training related to highway safety issues available to small law enforcement agencies with limited training budgets, who encounter traffic safety problems in their community.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Training Division of the Missouri State Highway Patrol had a successful year. The Academy conducted five different crash investigation schools. A total of 174 students attended these schools, and POST continuing education hours were awarded in all of the courses presented.

Below is a list of the courses offered and the number of students in each course:
Advanced Crash Investigation - 35
Basic Crash Investigation - 86
Motorcycle/Pedestrian Crash Investigation - 11
Crash Reconstruction - 30
Crash Reconstruction Retraining - 12

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	$62,945.50	$51,075.60

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Radar/EVOC/Instr Develop/Equip Materials

PROGRAM AREA:

02

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

MO State Highway Patrol

PROJECT NUMBER:

12-PT-02-034

JURISDICTION SIZE:

5,000,000

TARGETED POPULATION:

All Drivers

AGENCY CONTACT:

Ms. Leigh Ann Falter

PROJECT DESCRIPTION:

The Missouri State Highway Patrol Academy will offer the following training programs:

Radar/Laser Operator
Radar/Laser Instructor
EVOC
EVOC Instructor
Instructor Development

The Academy will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, and provide P.O.S.T. CEU's.

Additional equipment will be purchased in order to ensure the safety of the students taking the EVOC courses, including: helmets, five-point harnesses and safety vests.

PROBLEM IDENTIFICATION:

The Missouri State Highway Patrol Academy has been involved in training peace officers in a wide variety of traffic safety courses including Radar/Laser Operator and Instructor, Emergency Vehicle Operations Course (EVOC) Basic, Instructor and Refresher, Instructor Development and Educational Equipment and Materials. Beyond these schools, which have so greatly impacted many of Missouri's police agencies, the Academy has been able to properly train its instructors through the use of limited Highway Safety funds. The funds have ensured the quality of training received by the agencies of our state is up-to-date and credible.

In order to effectively enforce the traffic laws of the state, Missouri's peace officers must have access the state-of-the-art, credible training in specialized courses. This type of training is expensive and also time consuming. Some traffic safety issues, however, are one-time situations that can be addressed with very limited training (passage of new laws, procedural changes, etc).

GOALS AND OBJECTIVES:

GOAL:
The goal of this project is to provide technical and advanced level training to law enforcement personnel across the state. The objectives of this grant are to:
1. Provide quality police training to law enforcement personnel from the State of Missouri in areas directly affecting safety upon the state's highways;
2. Provide quality training to the instructors at the Law Enforcement Academy in order for them to effectively train law enforcement personnel from around the state;
3. Supply students with educational equipment and supplies to assist them in learning the techniques covered in class;
4. Make training related to highway safety issues available to small departments with limited training budgets who have encountered traffic safety problems in their community.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
·   Programs (number and success of programs held compared to planned programs, evaluations if available)
·   Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
·   Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
·   Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
·   Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
·   The success of this type of activity in general and this particular project specifically;
·   Whether similar activities should be supported in the future; and
·   Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Training Division of the Missouri State Highway Patrol had a successful year. The Academy conducted four different Radar and EVOC schools. New safety helmets and safety cones were purchased for the EVOC track and BLAUER Reflective Vests were purchased for the recruit class. A total of 123 students attended these schools and POST continuing education hours were awarded in all of the courses presented.

Below is a list of the courses offered and the number of students in each course:
Emergency Vehicle Operation Course - 87
Radar/Laser Instructor - 10
Radar/Laser Operator - 26

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	$59,321.92	$39,752.10

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:	**PROJECT NUMBER:**
Skill Development	12-PT-02-033
PROGRAM AREA:	**JURISDICTION SIZE:**
02	5,000,000
TYPE OF JURISDICTION:	**TARGETED POPULATION:**
Statewide	Law Enforcement
AGENCY NAME:	**AGENCY CONTACT:**
MO State Highway Patrol	Lt. Richard G. Fredendall

PROJECT DESCRIPTION:

The Missouri State Highway Patrol will send officers to skill enhancement training courses, seminars, conferences, etc.

The skill enhancement training will include:

Combined Accident Reduction Effort (C.A.R.E.) Annual Conference

Law Enforcement Traffic Safety Advisory Council (LETSAC) Annual Conference.

Operation Lifesaver Annual Conference

International Association of Chiefs of Police (IACP), Highway Safety Program Annual Conference and Highway Safety Committee Meeting

Major Crash Investigative Unit (MCIU), Midwest Association of Technical Accident Investigators (MATAI) Annual Conference, and other advanced training associated with reconstruction of crashes (i.e., biomechanics of crashes, scene mapping, heavy vehicle crash reconstruction and applied physics for collision reconstruction).

Uniform Safety Education Officers Workshop (USEOW)

MADD Annual Conference

The Missouri State Highway Patrol will provide the Highway Safety Division a list of officers attending courses, seminars, conferences, etc. A report detailing the benefits derived from attending, recommended changes in Patrol Operations/Procedures and whether or not other employees should attend similar training will be written by at least one officer attending any training funded through this contract. One copy of this written report will be provided to the Director of the Highway Safety Division.

PROBLEM IDENTIFICATION:

Today's society has increased its expectations and places greater demands on police professionals. Service, community involvement, efficiency, team building, and partnerships are being stressed more than ever. Increasingly, traffic law enforcement officers need to be proactive in leading people and organizations to meet these rapidly changing needs. Skill development and training is a necessary and an ongoing process within a law enforcement agency to keep up with trends for developing effective law enforcement. It is paramount in providing practical educational and informational tools for officers to use in enhancing leadership and management skills. Officers are making decisions that will lead their organization into the 21st century. With an eye on the future, an extremely knowledgeable and well-respected agency can provide communities with safer roadways on which to travel.

GOALS AND OBJECTIVES:

GOALS:
1. To provide quality police training to officers in areas directly affecting safety upon the state's highways; and
2. Make training related to highway safety issues, available to officers who serve in executive, managerial, and administrative positions within the Missouri State Highway Patrol.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Through use of this funding, the Missouri State Highway Patrol sent staff members to the training listed below to enhance their skills in the area of traffic safety:

·   Uniformed Safety Education Officers Workshop - four troopers attended
·   Operation CARE International Conference - two troopers attended
·   IACP Highway Safety Committee Mid-year meeting - Colonel attended
·   Law Enforcement Traffic Safety Advisory Council's Annual Conference - four troopers attended
·   IACP Annual Conference - Colonel attended
·   Lifesavers Annual Conference - two troopers attended
·   Advanced Testifying Skills for Expert Witnesses - one trooper attended
·   Special Problems in Traffic Crash Reconstruction - two troopers attended
·   Midwest Association of Technical Accident Investigator Conference - two troopers attended
·   NHTSA Region VII Traffic Safety Conference - one trooper attended

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	$19,000.00	$18,929.03

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:	**PROJECT NUMBER:**
Law Enforcement Training	12-PT-02-032
PROGRAM AREA:	**JURISDICTION SIZE:**
02	5,000,000
TYPE OF JURISDICTION:	**TARGETED POPULATION:**
Statewide	Law Enforcement
AGENCY NAME:	**AGENCY CONTACT:**
Missouri Southern State University	Dr. Tia Strait

PROJECT DESCRIPTION:

In an effort to provide this to as many law enforcement officers as possible at no cost to the agencies or officer, Missouri Southern State University Law Enforcement Academy will provide training throughout the state of Missouri at or near the following locations: Springfield, West Plains, Rolla, Harrisonville, Nevada, Osage Beach, Cape Girardeau, Kennett, Potosi, Joplin and Sullivan/Union area. Funds from this project will allow law enforcement agencies to send their entire department to this training during this contract year. Historically, most departments could only afford to send several officers a year to this training.

The geographic locations and frequency in which the training will be offered will accommodate the smaller agencies, who over a one year period of time will be able to send all of their officers to all of this training. Most agencies will be able to attend the training because the locations of the training are in such proximity that travel and overtime expenses will be minimized. The frequency in which the training will be offered will give the departments the flexibility they need to send several officers per training program.

Missouri Southern State University Law Enforcement Academy will provide continuing education hours as approved through the Peace Officer Standards and Training (P.O.S.T.) Program, by being an approved provider.

Eligible students will consist of officers from Missouri governmental agencies who are involved in the traffic support function or will follow such training. All eligible students must meet the requirements under Missouri statutes for P.O.S.T. This verification of eligibility will be made through class and reimbursement rosters that identify the trainee's name, rank, social security number, jurisdiction, DPS date of certification, and status. Missouri Southern State University Law Enforcement Academy will be responsible for verifying eligibility of all students for instruction under this agreement. Students and/or their departments will be responsible for covering costs for travel, room, and board.

PROBLEM IDENTIFICATION:

The responsibility of ensuring highway safety in the State of Missouri rests primarily on the shoulders of state, county and municipal law enforcement officers. As such, it is imperative that officers are well-trained in the areas of awareness, recognition, execution, and enforcement of traffic-related statutes and regulations.

Aside from manpower shortages, lack of adequate training is the greatest impediment to diligent enforcement of traffic-related offenses. Most state, county, and municipal law enforcement agencies do not have the financial resources to send their officers long distances to receive specialized traffic-related training.

The primary objectives of traffic enforcement training are to raise awareness of traffic safety, improve recognition of traffic-related offenses, assure proper execution of highway safety operations (i.e., sobriety checkpoints, radar, etc.) and encourage enforcement of traffic-related offenses. Based on informal and non-scientific surveys, every law enforcement official queried emphatically believed that the training had a tremendously positive impact on reducing accidents, increasing convictions, and raising the level of awareness of traffic-related concerns.

GOALS AND OBJECTIVES:

GOALS:
1. Provide law enforcement officers in defined regions of the state the opportunity to receive comprehensive traffic enforcement related training.

2. Increase the awareness of traffic enforcement related issues among law enforcement officers and improve their skills such as report writing, courtroom testimony, etc.
3. Increase the number of traffic-related operations such as DWI enforcement, radar enforcement and sobriety checkpoints.

OBJECTIVES:
Missouri Southern State University will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, and provide the following training programs:

Vehicle Search and Seizure - This course is designed to familiarize and update officers on current law as it relates to the search and seizure of evidence in motor vehicles. It is anticipated that between 20 and 30 officers will attend this 7-hour course.

High Risk Vehicle Stops - This course will instruct officers on the potential hazards and approach options when dealing with traffic stops that have an increased probability for physical harm to the officer. It is anticipated that between 20 and 30 officers will attend this 7-hour course.

Beyond the Ticket - Officers will receive training in looking beyond the ticket at various types of criminal activity, primarily in the area of transportation of controlled substances. Officers will be trained to recognize the various "red flags" when attempting to detect this type of activity. It is anticipated that between 20 and 30 officers will attend this 7-hour course.

Missouri Motor Vehicle Law - This course will teach officers the current Missouri Motor Vehicle law as it relates to traffic enforcement. Officers will be provided copies of the relevant Revised Statutes of Missouri that relate to traffic enforcement. It is anticipated that between 20 and 30 officers will attend this 7-hour course.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

From October 1, 2011 through September 30, 2012 Missouri Southern State University Criminal Justice Programs presented seven Law Enforcement training programs to 84 law enforcement officers in the following Missouri locations; Joplin, Urbana, and Camdenton. In last year's tough economy, budget reductions in both hiring and training officers have affected training programs this year.

Individual Programs

Two Vehicle Search and Seizure training programs were conducted out of the three that were approved. The training was conducted in two cities to 18 officers. Officers in this course of instruction were updated and familiarized with current search and seizure laws as they relate to search and seizure of evidence in motor vehicles.

Two High Risk Vehicle Stop training programs were presented with 26 officers attending. The purpose of this course was to

instruct officers on the potential hazards and approach options when dealing with traffic stops. Emphasis was placed on tactical stop procedures as well as officer safety at the stop scene from oncoming traffic. Classroom training was provided as well as a practical application that got Officers out of the classroom and presented them with a situational training exercise.

One Beyond the Ticket training program was conducted with 14 officers attending. Officers were trained to look beyond the ticket in their traffic stops to recognize other criminal activity particularly the possession and transportation of controlled substances. Sound investigative techniques as well as officer safety were emphasized.

Two Missouri Motor Vehicle Law programs were presented with 26 officers attending. Officers in this course of instruction were trained in current Missouri motor vehicle law as it pertains to traffic enforcement and criminal investigation relating to traffic stops.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	$24,000.00	$21,000.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Tween Safety Program

PROGRAM AREA:

02

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

PROJECT NUMBER:

12-PT-02-003

JURISDICTION SIZE:

5,700,000

TARGETED POPULATION:

Statewide

AGENCY CONTACT:

Mrs. Pamela Hoelscher

PROJECT DESCRIPTION:

The TWEEN Safety Program will target children ages of 8 through 12 years old and their parents. The project consists of intervention programs designed to educate parents and their kids regarding general traffic safety.

Suggested programs are created with specific age groups in mind. For younger TWEENS between the ages of 8 and 10, activities such as "Spot theTot", "Trunk Entrapment", "Safety Belt Fit Test" and "Never Leave your Child Unattended" provide information critical to keeping kids safe in and around vehicles. For all TWEENS and older TWEENS, the focus will be to learn about basic airbag safety and proper safety belt usage.

The activities and related information will be primarily facilitated through school assemblies, after school programs, safety fairs, and summer programs. Each program will have printed material with the target age groups for students and parents. Focus groups will be conducted prior to the programs to gather ideas to best fit the needs of the TWEEN population and their parents. The Program Coordinator will be responsible for the completion of these focus groups.

Finally, if possible, the Coordinator will distribute and collect pre and post tests or another selected form of evaluation that will be completed by students and/or parents following the completion of activities. Results would then be compiled into descriptive reports.

PROBLEM IDENTIFICATION:

At a young age, too many children are still riding in the front seat of a vehicle and often without any type of restraint, child safety seat or safety belt. In addition, this puts a number of children at risk of airbag-related injuries and deaths. While child safety seats and booster seats for children under 8 years of age are being used more often, children 8 through 12 years of age are at a greater risk of danger because of the lack of education about restraint use and airbag safety. These children are the drivers of the future, and the foundation for safety belt use needs to occur at this level before they are behind the wheel of a vehicle.

In 2009, there were 8 fatalities in Missouri (5 fewer than the previous year), however, the disabling injuries for this age group increased by 55 during the same time frame. While a multitude of programs and other resources have been directed toward child restraint or booster seat use by younger children, there is not enough focus on ensuring that TWEENS ride properly restrained.

GOALS AND OBJECTIVES:

To reduce the number of fatalities and injuries of children between the ages 8 through 12.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:

· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

Elementary and middle school aged students were taught child passenger safety through hands on demonstrations and/or the "Be the Back Seat Boss" school assembly. Students learn from demonstrations the importance of sitting in the back seat, away from the airbag, until the age of 13, as well as why it's important to wear their safety belt properly.

A total of 11,962 clients (students) were served in the following cities/counties throughout the grant year: McDonald, Newton, Hannibal, Crane, Highlandville, Kearney, Nevada, Liberal Battlefield, Joplin Carl Junction, Springfield, Pleasant Hope, Morrisville, Fair Play, Kirbyville, Sparta, Spokane, Neosho, Southwest City, and Golden City.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	$10,000.00	$10,000.00

HS CONTACT:

Pam Hoelscher

P.O. Box 270

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Jefferson City, MO 65102

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ALCOHOL

This program area addressed issues related to the driver whose ability to safely operate a motor vehicle has been impaired by the use of alcohol or other drugs. Although only 4.38% out of every 100 traffic crashes in Missouri were identified as drinking related, there are strong indications that investigating officers under-report drinking involvement as a contributing factor in traffic crashes. The offender's symptoms may be masked (shock, injuries) or the person may be transported for treatment before the officer had a chance to observe or interview them. The other issue is that there may not be enough evidence for the officer to verify that the person's drinking actually contributed to the crash.

BENCHMARKS

Established	Result
To decrease fatalities involving drivers with .08 BAC or greater by 2 percent annually to: • 294 by 2010 • 288 by 2011 • 282 by 2012 • 277 by 2013 2009 fatalities involving impaired drivers = 300	In 2009, there were 300 fatalities involving drivers with a .08 BAC or greater. In 2010, there were 218, a decrease of 27%.
To increase impaired driving arrests made during grant-funded enforcement activities and mobilizations by 2 percent annually to: • 9,096 by 2011 • 9,278 by 2012 • 9,464 by 2013 • 9,653 by 2014 2010 impaired driving arrests made during grant-funded enforcement activities and mobilizations = 8,918 (DWI)	In 2010, there were 8,918 impaired driving arrests made during grant-funded enforcement activities and mobilizations. In 2011, there were 8,684, a decrease of 3%.
To decrease fatalities involving impaired drivers under the age of 21 years by 2 percent annually to: • 23 by 2011 • 22 by 2012 • 22 by 2013 • 21 by 2014 2010 fatalities involving impaired drivers under the age of 21 years = 23	In 2010, there were 23 fatalities involving impaired drivers under the age of 21. In 2011, there were 29, an increase of 26%.

Strategies—Public Information and Education

Identified	Implemented
Educate the public on the dangers of driving after drinking or using other drugs through public awareness campaigns such as *You Drink & Drive. YOU LOSE.*, through quarterly impaired driving mobilizations, and through the distribution of educational materials at traffic safety workshops, health and safety fairs, displays, on the website, and through public service announcements	In FY2012 the impaired driving awareness messages were retagged using the *Drive Sober or Get Pulled Over.*
Incorporate impaired driving educational programs into school systems and businesses	Numerous school presentations were made during FY2012, as well as the distribution of items at schools and events.
Develop statewide designated driver programs which stress alternatives to drinking and driving (CHEERS designated driver program)	Statewide designated driver programs remain active and continue to stress alternatives to drinking and driving. Contact was maintained with all 25 CHEERS chapters to encourage them to sustain or improve CHEERS participation. The CHEERS program is highlighted in the

	SMART program, and many SMART participants have called for information and subsequently joined efforts with Project CHEERS as a result.
Educate large numbers of alcohol servers in intervention techniques utilizing the Server Training program conducted by the Division of Alcohol and Tobacco Control and through the SMART Web-based server training program; continue to expand and promote the programs	Interactive online training with videos, self-checks and self-assessment was provided along with easy access to the training through the internet 24 hours per day. Training was provided free of charge to the server for the bar/restaurant/liquor store owner. A representative from all participating agencies provided valuable input during meetings and collaborated on various initiatives for all three programs of this grant.
Provide support for the MCRS Impaired Driving Subcommittee to address impaired driving crashes and underage impaired driving	The MCRS Impaired Driving subcommittee meets several times per year. The subcommittee is comprised of several agencies/organizations that work in the impaired driving area such as MADD, Missouri Office of Prosecution Services, Department of Health and Senior Services, Revenue, Public Safety, Mental Health and the Office of State Courts Administrator. The subcommittee is co-chaired by a local prosecutor and a Captain with the Missouri State Highway Patrol. OHS staff provides support and coordination functions for the subcommittee.
Implement, as appropriate, recommendations identified in the 2008 Statewide Impaired Driving Assessment	The assessment report is on file in the OHS and was used in the development of Missouri's Impaired Driving Strategic plan, which was finalized and printed in January of 2010.
Working through the MCRS Impaired Driving Subcommittee to implement strategies outlined in the Impaired Driving Strategic Plan	The Impaired Driving Subcommittee members provide technical expertise to the Department of Public Safety and many legislators across the state during the legislative session. In addition, many strategies are piloted in local jurisdictions and brought to the subcommittee for statewide expansion.
Continue support for youth and young adult prevention and education programs including Team Spirit Leadership Conference; Team Spirit Reunion; Think First Programs (School Assembly Programs, Elementary School Curriculum, Young Traffic Offenders Program); university level Partners in Prevention and Partners in Environmental Change; local community educational programs	The Traffic and Highway Safety Division continues to fund youth and young adult prevention and education programs as mentioned. In addition, two Safe Communities grants are funded in Springfield and Cape Girardeau. In these grants, quality training and educational materials are provided upon request.
Revise and reprint impaired driving educational materials as needed; expand partnerships to encourage use of these materials in their publications	Impaired driving educational materials are updated on a continuous basis as needed. New partnerships are constantly sought out and provided with the educational materials appropriate for their audience. In addition, the MCRS website, www.saveMOlives.com, is an invaluable tool for educating the public about traffic safety issues and providing resources.
Develop campaigns/materials to reach targeted high-risk groups	High risk groups such as teens and young adults in their twenties are continually targeted in campaigns and materials relating to alcohol use and driving. A media campaign along with an enforcement campaign was conducted in the spring targeting underage drinking.
Develop materials to educate legislators about alcohol and other drug-related driving issues	The OHS provided a myriad of printed materials for legislators during the legislative session. These materials supported efforts to pass comprehensive DWI reform.
Participate in interagency committees to share ideas, avoid duplication of efforts, and maximize resources (MCRS and the MCRS Impaired Driving Subcommittee, Missouri Youth/Adult Alliance, Partners In Prevention, Partners In Environmental Change)	The staff in the Traffic and Highway Safety Division regularly attends committee and subcommittee meetings to share ideas and avoid duplication of effort.
Support local efforts to reduce drinking and driving – especially underage drinking – by providing technical assistance to develop programs such as DWI docudramas or *Every 15Minutes*, loaning them collateral materials to enhance their efforts (fatal vision goggles, videos,	Fatal vision goggles and videos and community program guides are sent upon request. Support is provided to schools that would like to implement any of the identified programs.

community program guides), and providing speakers	
Provide Drug Impairment Training for Educational Professionals across the state	HSO provides grant funding to the Missouri Police Chiefs Association to coordinate this training. MPCA conducted 11 classes, providing training to 303 law enforcement officers and educational professionals across the state.
Organize and/or participate in press events and work with media outlets across the state to promote highway safety initiatives	HSO organized a press event prior to the national impaired driving campaign in Kansas City. The HSO also co-sponsored a press event with the states of Oklahoma, Kansas, and Arkansas in Joplin prior to the national impaired driving campaign.

Strategies—Enforcement

Identified	Implemented
Provide funding for alcohol saturation enforcement teams, DWI Task Forces, sobriety checkpoints, quarterly impaired driving mobilizations, overtime salaries for Breath Alcohol Testing (BAT) van operations, and maintenance for BAT vans	Increased participation is promoted during the scheduled quarterly statewide impaired driving campaigns as well as with the law enforcement agencies that receive year-round DWI enforcement overtime funds. The HSO continues to work with local law enforcement in the expansion of DWI task forces throughout the state, primarily for increasing the number of sobriety checkpoints being conducted.
Provide equipment to enhance enforcement efforts and appropriate training to ensure effective use of this equipment (e.g., breath alcohol testing instruments; enforcement vehicles; digital in-car video cameras; and sobriety checkpoint supplies)	The following equipment was provided to law enforcement agencies for sobriety checkpoints: generators, lighting, flares, cones, signs, striping, safety vests, and PBTs. A BAT van was purchased by the Boone County Sheriff's Office through OHS funds.
Provide training on detection and apprehension of impaired drivers (e.g., standardized field sobriety testing (SFST), sobriety checkpoint supervisor training, courtroom testimony, drug recognition experts (DRE), ARIDE, and DWI crash investigation techniques)	During this fiscal year training was provided through Missouri Southern State University, the Missouri Safety Center, Missouri State Highway Patrol, Department of Revenue and the Missouri Office of Prosecution Services.
Provide motivational and educational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) conference	Buck Savage is a retired police officer who, along with Dr. Leanna Depue, provided motivational presentations to the congregation of 233 at the LETSAC Conference in 2012.
Provide supplies, support, and training for DREs and the DRE recertification training to ensure continuity of the program	OHS provides grant funding to the Missouri State Highway Patrol and the Missouri Safety Center to provide DRE training.
Support a state SFST coordinator who will work in cooperation with the Impaired Driving Subcommittee of the MCRS and the DRE/SFST Advisory Committee in order to maintain standardization of the program	The SFST/DRE Coordinator is a regular member of the Impaired Driving Subcommittee of the MCRS and meets with that committee on a routine basis. The coordinator is also a member of the SFST/DRE Oversight Board that meets four times a year. He sends out notices and updates as needed and when appropriate. He maintains an email list of both DRE and SFST instructors.
Support projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Server Training, PIRE law enforcement training, selective enforcement, compliance checks, and special events)	Underage Drinking Law Enforcement Training was conducted by the Pacific Institute for Research and Evaluation in three locations around Missouri: Jefferson City, Chesterfield and Lee's Summit. Topics included: Fake ID's, Controlled Party Dispersal, and Missouri Liquor Laws.
Incorporate, as appropriate, recommendations identified in the 2008 Impaired Driving Assessment	The assessment report is on file in the OHS and was used in the development of Missouri's Impaired Driving Strategic Plan, which was finalized and printed in January 2010.
Increase participation in statewide multi-jurisdiction mobilization enforcement efforts	Increased participation is promoted during Quarterly Statewide DWI campaigns and Occupant Protection campaigns. It is also heavily promoted during the national campaigns such as *"Drive Sober or Get Pulled Over"* and *"Click It or Ticket"*.
Support selective enforcement efforts to address young	As part of the efforts to address young drinking drivers, the

drinking drivers by funding statewide underage drinking enforcement projects and training	Youth Alcohol Enforcement campaign resulted in 193 total violations.
Support DWI traffic units with local law enforcement agencies	OHS continues to support DWI units in Boone County, Camden County, Columbia, Creve Coeur, Franklin County, Greene County, Jackson County, Jefferson County, Joplin, Platte County and St. Louis County.

Strategies—Prosecution/Adjudication

Identified	Implemented
Train judges, prosecutors and law enforcement personnel on local/national DWI issues utilizing the expertise of the Missouri Office of Prosecution Services, Department of Revenue, Office of State Courts Administrator, and the National Drug Court Institute	OHS provides grant funding to the DOR for law enforcement seminars that are held across the state. The seminars are four hours in length and cover a variety of DWI issues including case law, legislation, courtroom testimony, etc. A combined total of over 700 law enforcement officers, judges and court personnel attended the sessions.
Provide continued funding for the statewide Traffic Safety Resource Prosecutor whose job it is to provide training and technical support for prosecutors in Missouri	The Missouri Office of Prosecution Services was awarded a grant to fund a Traffic Safety Resource Prosecutor in Missouri. This was the eighth year of a grant originally awarded in October 2004. A comprehensive training program is presented annually, geared toward prosecutors and law enforcement, featuring local and national speakers. In addition, the TSRP provides technical assistance to local prosecutors in the area of DWI prosecution.
Continue to provide funding for the MADD Court Monitoring project in selected counties and municipalities in order to increase conviction rates	The MADD Missouri court monitors continue to work with prosecutors and judges across the state to improve conviction rates in DWI cases.
Provide equipment and training to enhance the DWI Tracking System (DWITS)	Training presentations were completed on the DWITS at Jefferson City, Lee's Summit, Springfield, and Weldon Spring. There were 121 individuals from Missouri criminal justice agencies that registered for this training and 89 attended.
Provide motivational speakers for judicial personnel during training events such as their annual municipal judges and court clerks conference	A presentation was provided at the 2012 Missouri Municipal & Associate Circuit Judge's Association Conference held each year in May.
Provide an integrated system, a web link and/or specifications to local law enforcement agencies that will allow them to access the DWITS and enter DWI arrest information that can be tracked through prosecution and sentencing	A total of 349 law enforcement agencies, 78 prosecuting attorney offices, 82 courts and 25 correctional agencies are registered users of DWITS. Additionally, 99 law enforcement agencies via the interface established between the DWITS and REGIS transmit DWI-related arrests information electronically.
Continue expansion of DWI courts throughout the state beyond the current ten locations in St. Charles, Lincoln, Jefferson, Buchanan, Greene, Butler, Franklin, Montgomery, Warren, Boone and Platte Counties	DWI Courts have expanded dramatically in the last two years, increasing to 19 stand-alone county programs and 38 adult drug court programs that accept DWI offenders. There are 810 people currently participating in DWI courts in the state.
Provide National Drug Court Institute training to DWI court teams from across the state	During this fiscal year, six Missouri specific DWI Court training sessions were conducted in the state with the assistance of the National Drug Court Institute. This mandatory training resulted in 35 teams and 312 participants receiving the latest evidence-based training practices from the National Center of DWI Courts.
Provide funding for an additional transportation attorney at the Missouri Department of Revenue to provide legal representation for alcohol-related license appeals to Missouri appellate courts.	The Appeals Attorney conducted extensive legal research; drafted court briefs and other pleadings; and presented a number of oral arguments before the Missouri Court of Appeals in its eastern, western and southern districts.
Provide funding for a paralegal position in the legal counsel's office at the Missouri Department of Revenue whose dedicated function will be to serve as the ignition interlock coordinator	The full-time Paralegal position was created in the DOR, General Counsel's Office to review and monitor alcohol-related traffic offenders. The position has enabled the Department to provide a dedicated, trained legal professional to review and engage in ongoing monitoring of all applications by repeat alcohol offenders for limited driving

	privileges and reinstatement.

Strategies--Technologies

Continue to provide DWITS enhancements: design specifications for program linkages; develop reports as needed by the users; conduct training for users of the system	Any malfunctions were corrected and new implementation for enhancements and interfaces were implemented.
Support the efforts of the Missouri Safety Center Breath Alcohol Instrument Training and Repair Laboratory to calibrate and repair breath test instruments in order to improve their reliability, and reassign instruments as needed	The Breath Alcohol Lab continues the process of reconditioning and/or rebuilding older breath instruments for local law enforcement agencies in the state. Breath Lab Staff has been active in planning for new breath instruments in the state.
Seek ways to expedite processing of DWI offenders	The Traffic Safety Resource Prosecutor programs have been offered to encourage cooperation between law enforcement, prosecutors and judges to streamline the process for warrants to obtain blood samples in DWI refusal cases.
Improve the process of tracking DWI offenders who have been sanctioned to install ignition interlock devices	HSO staff work with partnering agencies such as DOR, OSCA to improve ignition interlock use and offender compliance.
Monitor ignition interlock manufacturers/installers for adherence to the Breath Alcohol Ignition Interlock Device Program guidelines and administrative rules	A retired law enforcement officer serves as the Ignition Interlock Monitor for the State. Ninety percent of the ignition interlock installation/service centers were monitored during this grant period. The centers were monitored to ensure compliance with the state guidelines. In addition, the ignition interlock held in-person and telephone meetings with the ignition interlock manufacturers.

DWI TRACKING SYSTEM

The DWI Tracking System, a major component of Missouri's use of transfer funds, has resulted in the ability to track the full life cycle of a DWI event and identify missing reportable information. The system has provided information on both criminal and administrative sanctions imposed for DWI violations, as well as treatment program participation by offenders. Federal requirements for incentive grant funding specify that DWI incidents must be tracked from arrest through adjudication. For each DWI arrest, it should be possible to determine if charges were filed, amended or nolle prosequi. When charges are filed, the dispositions are readily available. Once the full life cycle of DWI events are recorded in the repository, inconsistencies in the process of enforcing DWI statutes can be examined. If the difference between the number of arrests and number of convictions is significant, potential causes can be studied and remedies implemented. The reporting capabilities of the new system include reporting on aggregated DWI data by specific categories such as geographic locations, demographic groups, and sanctions imposed. Additional reports are provided that identify non-reporting agencies and information missing within individual DWI incidents. This system provides Missouri with the most comprehensive information on DWI offender records ever available. The program became operational in February of 2005.

SOBRIETY CHECKPOINTS

Sobriety Checkpoints have proven their worth as a deterrent, intervention, apprehension, and public awareness tool in the DWI enforcement arsenal. For this reason, a state must have a statewide sobriety checkpoint program in order to qualify for Section 410 Alcohol Incentive grant funds. Utilizing Section 410 and 154 alcohol incentive funds, the OHS was able to provide funding to support checkpoints through 83 local law enforcement agencies (and the Missouri State Highway Patrol). It is important to note that other law enforcement agencies not listed below may also be conducting sobriety checkpoints.

1. Arnold Police Department
2. Barry County Sheriff's Office
3. Bellefontaine Neighbors Police Department
4. Belton Police Department
5. Boone County Sheriff's Office
6. Breckenridge Police Department
7. Calverton Park Police Department
8. Camden County Sheriff's Office
9. Cape Girardeau Sheriff's Office
10. Cape Girardeau Police Department
11. Carterville Police Department
12. Carthage Police Department
13. Charlack Police Department
14. Chesterfield Police Department
15. Christian County Sheriff's Office
16. Clark County Sheriff's Office
17. Cleveland Police Department
18. Cole County Sheriff's Office
19. Columbia Police Department
20. Creve Coeur Police Department
21. Dallas County Sheriff's Office
22. Douglass County Sheriff's Office
23. Duquesne Police Department

24. Eureka Police Department
25. Farmington Police Department
26. Franklin County Sheriff's Office
27. Gladstone Police Department
28. Grandview Police Department
29. Greene County Sheriff's Office
30. Hallsville Police Department
31. Harrisonville Police Department
32. Hartville Police Department
33. Hazelwood Police Department
34. Hollister Police Department
35. Howell County Sheriff's Office
36. Independence Police Department
37. Jackson County Sheriff's Office
38. Jackson Police Department
39. Jasper County Sheriff's Office
40. Jefferson County Sheriff's Office
41. Joplin Police Department
42. Kansas City Police Department
43. Kennett Police Department
44. Lake St. Louis Police Department
45. Lamar Police Department
46. Lawrence County Sheriff's Office
47. Lebanon Police Department
48. Lees Summit Police Department
49. Missouri State Highway Patrol
50. Moberly Police Department
51. Monett Police Department
52. Morgan County Sheriff's Office
53. Mountain View Police Department
54. Nixa Police Department
55. O'Fallon Police Department
56. Olivette Police Department
57. Oronogo Police Department
58. Overland Police Department
59. Ozark Police Department
60. Platte County Sheriff's Office
61. Pleasant Valley Police Department
62. Raymore Police Department
63. Raytown Police Department
64. Republic Police Department
65. Rolla Police Department
66. Sedalia Police Department
67. Smithville Police Department
68. Springfield Police Department
69. St. Charles City Police Department
70. St. Charles County Sheriff's Office
71. St. John Police Department
72. St. Joseph Police Department
73. St. Louis County Police Department
74. St. Louis Metro Police Department
75. St. Peters Police Department
76. St. Robert Police Department
77. Stone County Sheriff's Office
78. Sugar Creek Police Department
79. Troy Police Department
80. Velda City Police Department
81. Vernon County Sheriff's Office
82. Willow Springs Police Department
83. Wright County Sheriff's Office

PROJECT TITLE:

DWI Tracking System (DWITS)

PROGRAM AREA:

AL

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

MO State Highway Patrol

PROJECT NUMBER:

12-154-AL-084

JURISDICTION SIZE:

5,000,000

TARGETED POPULATION:

Statewide

AGENCY CONTACT:

Mr. Russell Dunwiddie

PROJECT DESCRIPTION:

This project will provide funding to cover personnel from the Highway Patrol's Information Systems Division or contracted computer professionals from the private sector providing system maintenance, remedying system malfunctions, and construct and implement any necessary system enhancements/interfaces.

Personnel from the Highway Patrol's Traffic Records Division, Information Systems Division, and/or contracted consultants will offer regional-type training seminars on the DWI Tracking System (DWITS) at designated locations throughout the state (most likely, St. Louis, Kansas City, Springfield, and Jefferson City). The training curriculum will be geared toward representatives from law enforcement agencies, prosecuting attorney offices, and courts. Additional presentations to market the DWITS may include the annual prosecutor conference, court clerk conference, LETSAC, etc. Correspondence will be mailed to statewide criminal justice agencies informing them of the scheduled training session and student registration process. Training materials will be printed and disseminated to students that attend the training. The Traffic Records Division will also provide tutorial CD's of the DWITS to new users or potential users upon request. A web-based student registration page will be posted on the Patrol's official Internet home page for anyone interested in attending DWITS Training. Prior to each session, Traffic Records Division personnel will determine the number of students registered and weigh the costs for providing the session in comparison to the number of students. If a session is not cost effective and thus canceled, measures will be taken to inform registered students of training sessions at other locations.

Personnel from the Traffic Records Division will return questionable or erroneous records to the respective criminal justice agency that completed the DWITS entry or submitted the record for entry. They will also be tasked with maintaining system integrity by periodic validation of DWITS users with DWITS user agencies.

PROBLEM IDENTIFICATION:

The purpose of the grant application is to continue the activities of the DWI Tracking System (DWITS).

In February 2005, a new web-based DWITS went into production for the state of Missouri. The DWITS provides a means to track driving while intoxicated (DWI) offenses through their full life cycle -- from arrest to final court disposition, and works basically like this:
-A law enforcement officer makes an arrest for DWI.
-The arresting officer or designated clerk enters the arrest information into the DWI Tracking System via a web browser.
-The entered data becomes immediately available to other authorized users making inquiries into the tracking system.

Furthermore, prosecuting attorneys' offices can access a DWI case via the DWITS and append their disposition if not already electronically downloaded. If the case goes to court, the court clerk can forward a disposition for inclusion into the DWITS. The DWI Tracking System also provides a means to conduct baseline, geographic, and demographic DWI analysis.

Tracking a DWI offense from arrest to final court action requires a great deal of information gathering and sharing between local and state government entities. Law enforcement agencies, prosecutors, and courts are the primary information contributors to the DWITS as well as system users. Agencies sharing information include the Department of Revenue, Office of State Courts Administrator, and Department of Mental Health. The Missouri State Highway Patrol has been designated as the state agency responsible for managing and maintaining the DWITS.

Success of the DWITS depends in part upon the Highway Patrol providing on-going technical support (either through

in-house experts or contracted computer consultants) for system maintenance, resolving unexpected problems, and developing/implementing enhancements. Enhancements identified and completed with previous federal project grant funds include interfaces with the Missouri Incident Based Reporting System (MIBRS), Regional Justice Information Service (REJIS), local law enforcement agencies records management system (LETS), OSCA/DOR electronic court disposition file, Missouri Department of Revenue Alcohol Influence Report database, OSCA prosecutor action file, and internal user integrity management tools. Success also hinges upon the Highway Patrol and/or contracted consultants marketing the DWITS and training new users to the application (representatives from law enforcement agencies, prosecuting attorney's offices, and courts).

Finally, various in-house quality control/integrity measures are vital to the effectiveness of the DWITS. The Highway Patrol's Traffic Records Division is tasked with identifying records encoded into the DWITS that appear erroneous, and taking steps to validate data. They also play a role in making certain users accessing the DWITS are authorized to do so.

GOALS AND OBJECTIVES:

The Missouri State Highway Patrol will strive to achieve the following objectives via this grant proposal:

1. Provide an operational DWI Tracking System twenty-four hours a day, seven days a week.

2. Identify, develop, and implement system enhancements and interfaces.

3. Enhance users knowledge of the DWI Tracking System by offering regional-type training seminars within approximately 200 miles (one way) of their jurisdiction and/or provide tutorial compact disks (CD's) of the DWITS upon request. Also, market the DWITS by presenting information at various criminal justice-related conferences throughout the state.

4. Return records from the DWITS to the respective reporting agency that appear questionable or erroneous.

5. Maintain the integrity of the DWITS by periodic validation of DWITS access users.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.The Highway Patrol, Traffic Records Division, will submit a project evaluation report to the Missouri Department of Transportation, Highway Safety Division, by October 30, 2012. The report will include the following information:

1. A summary of DWITS malfunctions and enhancements, and the costs for contracted technical support to fix the malfunctions or build and implement any enhancements.

2. The number of DWI Tracking System training seminars and marketing sessions completed, the location of the seminars/sessions, and the number of agencies registered to attend the training.

3. The number of tutorial CD's disseminated.

4. The number of law enforcement agencies, prosecuting attorney offices, and courts that have access to the DWITS.

RESULTS:

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	$50,050.00	$14,921.23

HS CONTACT:

Bill Whitfield

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

TAS/DWITS Support Hours October 2011 - September 30, 2012

- TAS moved to a new PROD server today and hours expended to validate move and fix several file permissions issues that prevented the batch jobs from running properly. **Total:** 3 hrs TAS/DWITS

- Validate OSCA and REJIS load jobs ran okay on new server. All of the command line jobs were failing which turned out that the new Java runtime environment requires the classpath options to be before the main class definition instead of included in the program options. This required all of the scripts to be changed. All of the scripts and reran all of the jobs that failed. **Total:** 5.5 hrs TAS/DWITS

- DPS director changed to current Acting Director per a request from Shelly. **Total:** 1 hr TAS/DWITS

- DPS director changed to current Director per a request from Hope. **Total:** 1 hr TAS/DWITS

- Changes to TAS/DWITS were made to allow the pending prosecutor records to be processed separately from the load file so that they can be processed every day. **Total:** 4 hrs TAS/DWITS

- Changes made to TAS/DWITS to keep prosecutor records from going to the pending file without UC numbers valid for the specified ORI in the record. Change added this to the pending process as well since there are already a large number of records that are in this condition. Over 3,000 were removed when test ran. Change tested again for prosecutor file against a freshly restored TEST database in order to verify that the changes were correct. This took a while since the NFS service died on srvdb2t and caused issues with the database restore. **Total:** 9 hrs TAS/DWITS

- Test results were reviewed with traffic manager who decided after looking at those to keep the prosecutor actions with invalid UC numbers in the pending file and just have a way to query them so they can work on them all like the 999 process that they have today. Changes were made and more tests ran. Research completed on why some court case numbers were being truncated and found that the data was being sent that way from OSCA. **Total:** 8 hrs TAS/DWITS

- Traffic manager asked to add the UC number LIKE and NOT LIKE query option back into the pending prosecutor search so those search criteria could still be used in addition to the new search criteria previously added. Logic also added to ignore records from ORI MO0190200 that come in through the REJIS interface per a request from agency. **Total:** 3 hrs TAS/DWITS

- Research completed on questions about a record that was marked as an adult when they thought that the age and charge code should have marked them as a juvenile. It turned out to be a code table issue (LOCOFF needed to be changed to MISPUB). **Total:** 1 hr TAS/DWITS

- Research completed on an issue with the QSSN query previously reported. It turned out to be a data issue with changes in the badge database that affected the MODB transaction. **Total:** 2 hrs TAS/DWITS

- Change made to the UC validation to allow asterisks in the OLN when the issuing state is WA. **Total:** 1 hr TAS/DWITS

- Problem with the OSCA process was reported and researched. OSCA did not send any records and the resulting exception report was too big process. An SQL statement was written to split the exception records between the 4:00 and 4:15 jobs since the 4:15 job had an empty report. I also researched an issue with CI19 that occurred over the weekend and impacted the MULES interface with TAS/DWITS. **Total:** 8 hrs TAS/DWITS

- Researched an issue with the PA file being empty this weekend. **Total:** 2 hrs TAS/DWITS

- Research conducted on a a local agency about what information that they can get from the online TAS/DWITS queries vs. the data returned in the MULES responses. **Total:** 1 hr TAS/DWITS

- A record was reloaded into the OSCA electronic conviction table reported to have been accidentally deleted. **Total:** 2 hrs TAS/DWITS

- Problems with the PROD WebSphere environment were addressed that were affecting all applications. Cause was determined once server taken down, doubled the memory to 8GB, and brought the server and all of the applications back up. Change made to the potential dup process to ignore all of the non-DWI citations so that the converted water patrol records will not come up on that report unless they are potential DWI duplicates. **Total:** 4 hrs TAS/DWITS

- Questions about the memory utilization on the PROD server were follow-up but there did not appear to be any issues in the PROD environment since memory upgrade. Hours spent monitoring TAS/DWITS for problems. **Total:** 3.5 hrs TAS/DWITS

- Memory on the server was checked and it had gone down to just 2.9GB in use but all of the process ID's were different. Researched the field ops category with charge 99020 about why the HP15 update from LOCOFF to MISPUB back in November never made it to the CJ35 PROD database. After further research, it was found that the job that pushes the codes from Notes to CJ35 only runs on demand. However, the job that loads the codes from HP15 into Notes runs weekly and picked up the change on Nov 20th. Therefore, it was not yet in Notes job ran to push it to CJ35. This job changed so the updated charges to CJ35 to run immediately after the job that refreshes them in Notes once per week. Verified that there is a daily job that refreshes the field ops materialized query that is setup as REFRESH DEFERRED. Called about testing the MULES interface in. MULES was always setup to ignore that header information and just read the message inside of the <CJ35MULES> tags. **Total:** 8.5 hrs TAS/DWITS

- Reran the OSCA job from Saturday since it failed due to the PN25 database connection. **Total:** 3 hr TAS/DWITS

- Restored TAS/DWITS PROD database backup to the TEST server, exported the data for that report, copied the export file to the PROD database server, and reloaded it into the PROD database. **Total:** 3 hrs TAS/DWITS

- Reran prosecutor job a couple of times to catch up after problems at OSCA last week. Researched an issue with the vehicle year and vehicle license year field validations. **Total:** 1 hr TAS/DWITS

- The pending prosecutor job failed this morning after fixpack applied to the WebSphere server. Researched the issue and determined through trying several different things that it was a file permissions issue. Probblem fixed it by doing `chmod -R 755 *` in the AppSrv10 profile directory and `chown -R cj35appl:cj35appl configuration` in that same directory. **Total:** 3 hrs TAS/DWITS

- Added a couple of new REJIS transaction codes to the interface control table. The codes were WOP for Without Prejudice, which we are ignoring, and RDC for Referred to District Court, which were loading. **Total:** 3 hrs TAS/DWITS

- Fixed and issue with TAS/DWITS and the prosecutor load process today. It was not automatically looking up the UC numbers with SHP-325 numbers properly and loading the prosecutor records to those citations. Researched questions regarding the vehicle make and model values for Range Rover vehicles. **Total:** 6 hrs TAS/DWITS

- Restored the test database and ran some citation morning using the following SQL statement: select year(qm40_date_offense), QM40_RACE_OFNDR, QM40_SEX_OFNDR, count(*) from xtech.cj35tbuc_trans_master where QM40_ARR_AGY_ORI like 'MOMHP%' and qm40_date_offense > '2008-12-31' group by year(qm40_date_offense), QM40_RACE_OFNDR, QM40_SEX_OFNDR;
    Fixed a problem with the prosecutor amended action field where it would not set an amended action back to blank when it was previously set to a value. The problem was in the validation logic. Change made to the notification job that checks for 107/109 prosecutor action code values that have a court disposition. This is valid when the prosecutor reason is "Greater Charges Filed" so SQL changed to exclude these

records from the report. A separate build was installed in the TEST environment after these changes are moved through so that CPI can continue their testing. **Total:** 4 hrs TAS/DWITS

- Researched the REJIS and OSCA job failures. The jobs could not communicate with the WebSphere RMI port even though the application was still running and processing MULES messages. WebSphere restarted after doing a deployment and that seemed to clear up the issue. Added Dustine Green to the notification emails for the pending prosecutor and answered questions about the reconciliation process between TAS/DWITS and FATPOT today. **Total:** 2 hrs TAS/DWITS

- Attended a meeting regarding ORI's and sub-ORI's and we talked through the impacts to the various applications, especially TAS/DWITS. **Total:** 1 hr TAS/DWITS

- Changes made to add logic to roll Sub-ORI values up to parent ORI value by changing last two digits to 00 when they are numeric. This was a security change that was approved by Captain Jones.**Total:** 2 hrs TAS/DWITS

- Fixed TAS/DWITS being sluggish. It turned out that the application was being affected by the LDAP server being hung up for some reason. LDAP server rebooted the whole server and that seemed to resolve the issue. **Total:** 1 hr TAS/DWITS

- ORI logic changed in the TAS/DWITS security bean to not rollup GHQ ORI's.
  Total: 1 hr TAS/DWITS

- Change made to juvenile age in TAS/DWITS from 15.5 years to 15. **Total:** 18 hr TAS/DWITS

- Change made to TAS/DWITS to remove users from the dormant report that have a changed ORI. Change made to restrict a registration from a retired ORI. **Total:** 18 hr TAS/DWITS

- Unspecified research and technical application code fixes, database changes, and documentation updates. **Total:** 16.5 hr TAS/DWITS

PROJECT TITLE:

Attorney and Legal Assistant

PROGRAM AREA:

AL

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

MO Dept. of Revenue

PROJECT NUMBER:

12-154-AL-042

JURISDICTION SIZE:

5,000,000

TARGETED POPULATION:

Impaired Drivers

AGENCY CONTACT:

Mr. Charles Gooch

PROJECT DESCRIPTION:

Employ one (1) FTE Appellate Counsel in the General Counsel's Office, Transportation Section, under the direct supervision of the Managing Counsel, at its Jefferson City office. The Appellate Counsel is to be exclusively assigned case files involving intoxication-related license actions on appeal with the Missouri appellate courts, and to work as Department liaison to the Office of the Attorney General for appellate cases.

Employ one (1) FTE Legal Assistant/Paralegal in the General Counsel's Office, Transportation Section, under the direct supervision of the Managing Counsel, at its Jefferson City office. The Legal Assistant/Paralegal would be assigned responsibility for all section 577.041, RSMo Chemical Refusal appeal cases handled by local prosecuting attorneys, statewide. The employee would process petitions and stay orders as served on the Department; prepare correspondence to local prosecutors; send certified records consisting of the arrest report of the officer and attachments; and monitor the cases statewide, through final disposition by the court. The Legal Assistant/Paralegal would further communicate with local prosecuting attorney offices and court personnel, and advise the Department's Drivers License Bureau upon disposition. The employee would further compile statistical data on all chemical refusal cases, and promote strict prosecution standards for repeat offenders and ignition interlock requirements.

PROBLEM IDENTIFICATION:

The Department of Revenue lacks a dedicated, trained representative to act as a conduit between the Department and the Attorney General's Office for appeals of impaired-driving related cases to Missouri appellate courts. Since the commencement of the 2010 grant period, DOR Appeals Counsel, Jonathan Hale, formerly employed by the Attorney General's Office as an Assistant Attorney General, and currently employed by the Department as Appellate Counsel, has developed a specialized expertise in this area. Over the past year, he has worked closely with trial counsel and representatives of the Attorney General's Office for appeals to the various Missouri courts of appeal and to the Supreme Court, and has dedicated his time and talents to further Department goals in combating impaired driving. The result has been a much more organized, focused and professional effort in regard to case load management and support for these appeals.

Vigorous representation of the Department on appeal is crucial, as these cases set the case law precedent for the majority of issues involved in Missouri intoxication-related traffic offenses and related license sanction actions. In addition, case law precedent in Missouri criminal cases for some issues, such as probable cause to arrest, is also set in the Department's appellate cases. It is imperative that the Department has the resources and ability to provide adequate and competent legal representation in these cases.

In addition to the appeals cases, the Department of Revenue will be responsible for the administrative licensing requirements of the ignition interlock program that became effective on July 1, 2009 pursuant to Senate Bills 930 and 947, which passed in the 2008 legislative session. Installation of an ignition interlock device (IID) will be required for certain repeat alcohol-related traffic offenders for license reinstatement and for issuance of certain limited and restricted driving privileges. The provisions of sections 302.304, 302.309, 302.525, 577.041, and 577.600, RSMo were amended. Previously, drivers could only be required to have an ignition interlock device installed as a condition of a limited privilege or reinstatement by court order under section 577.600, RSMo. With the new legislation, limited and restricted privileges requiring an IID may now be issued directly by the DOR, without a court order. However, as a new function, the Department does not have the funding or resources required to handle such requests. Significant, too, drivers subject to a ten-year license denial under the provisions of 302.060(8)(a), RSMo, (i.e., those who have demonstrated a greater propensity to combine alcohol consumption with vehicle operation) must make an evidentiary showing for any limited driving privilege request, as follows:

Such person shall present evidence satisfactory to the court or the director that such person has not been convicted of any offense related to alcohol, controlled substances or drugs during the preceding three years and that the person's habits and conduct show that the person no longer poses a threat to the public safety of this state.

This is also required for drivers under a five-year license denial for multiple DWI convictions, as a prerequisite for issuance of a limited driving privilege after they have served the first five years of their denial, if otherwise eligible.

The DOR currently does not have an employee(s) or means available to accept evidence or to make a legal determination as to whether a subject meets the criteria. Accordingly, such drivers will again have to go to court for their application, circumventing one of the key benefits of the new law—administrative issuance and control over not only the LDP, but the maintenance of the IID as well. This is critical to effectively implement the new law and realize the potential offered by the new IID provisions.

The primary advantage of the new Ignition Interlock legislation is that it will shift control of IID devices from Missouri courts to DOR. This is a new function for the Department and a unique opportunity to assume a controlling position to review initial applications for LDPs and RDPs, and to continuously monitor and track statistics on the scope and effectiveness of the new IID law.

GOALS AND OBJECTIVES:

Goals for the Appeals Attorney:

1)   To provide dedicated, effective, and knowledgeable legal representation for the Department of Revenue for alcohol-related license appeals to the Missouri appellate courts, as delegated by the Office of the Attorney General;

2)   To provide a Department liaison for targeted expert legal advice regarding impaired driving issues to the Office of the Attorney General for appellate cases represented by that office for Department cases involving impaired driving;

3)   To provide ongoing, active and knowledgeable support to the Office of the Attorney General on behalf of the Department, by drafting appellate briefs, motions and legal memorandum addressing impaired driving issues common to 577.041 chemical refusal and 302.500 administrative alcohol appeals from trial courts statewide.

Goals for the Legal Assistant/Paralegal:

1)   To provide a knowledgeable legal representative for the Department to properly and effectively administer the provisions of the administrative ignition interlock provisions for repeat intoxication-related offenders;

2)   To provide dedicated support for court applications for 302.309 limited driving privileges (LDP) for five- and ten-year license denial persons, and those seeking 302.060.1(9) license reinstatement on ten-year minimum license denial actions, for repeat (three or more alcohol-related conviction) offenders.

3)   To provide a dedicated Department employee with legal training to review, track and monitor petitions for court-ordered LDPs, conduct criminal background checks (state and federal), and provide documentation and other evidence to Department attorneys and courts regarding the applicant's habits and conduct.

4)   To provide a trained Department legal representative to monitor repeat alcohol offenders requiring ignition interlock installation for either license reinstatement or LDP issuance, and to prepare statistical reports regarding these offenders.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
·   Programs (number and success of programs held compared to planned programs, evaluations if available)
·   Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
·   Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
·   Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)

· Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.APPELLATE COURT CASE OUTCOMES

Review periodically the quality of the appellate work produced by the Department to assure that it is consistent and correct, and solicit and evaluate feedback from the Office of the Attorney General in this regard.

CHEMICAL REFUSAL LICENSE APPEALS

Track statistics on a quarterly basis to determine if the success rate for favorable outcomes for the Department are being achieved, and how they compare to "win" rates currently achieved for administrative alcohol license suspension appeals.

Interview local prosecuting attorneys and court staffs and evaluate their feedback to measure the positive impact of assistance provided by the Legal Assistant/Paralegal and evaluate case outcome statistics for prosecutor cases.

RESULTS:

Appeals Attorney Position

A full-time Appeals Attorney position was created within the Department of Revenue, General Counsel's Office to represent the Department in selected appeals to the Missouri Court of Appeals, including the Supreme Court, involving alcohol-related legal issues.

Rachel Jones, a 2011 University of Missouri School of Law graduate and member of the Missouri Bar, was hired in August, 2012, to replace Sam Buffaloe as Appeals Attorney. Rachel has had extensive practical experience both as an intern with the Missouri Office of the Attorney General and assistant with the Missouri Office of the Secretary of State. She has been employed as a law clerk with the City of Jefferson Law Department and a private law firm in Jefferson City, Missouri, as well. Rachel brings a new enthusiasm to the position of Appeals Attorney, and is actively involved in pending Department appellate cases, including those handled by the Attorney General's office on behalf of the Department. She has recently entered her appearance on several appeal cases which the Department has retained, and is to complete briefing and oral argument for these cases in the first part of 2013.

The year 2012 has been a challenging year for the Department in the appellate courts for the state of Missouri. Appellate courts, including the Missouri Supreme Court, have signaled a subtle shift in their interpretation of Missouri administrative alcohol and chemical refusal provisions, more closely scrutinizing the statutory provisions. This heightened scrutiny over the past several years has served to overturn a number of appellate decisions favorable to the Department, and made it more difficult to establish the necessary elements on judicial appeal to win our cases. This has resulted in a closer review of cases selected by the Department for appeal, a function Rachel has performed well during her tenure with the Department. Regular appeals meetings are conducted by Rachel and are attended by the General Counsel for the Department, as well as the Managing Counsel and Senior Counsel for the Transportation Section, together with the counsel for the Division Director for the Drivers License Bureau. Rachel reviews all cases presented for possible appeal from all three Transportation Section offices and prepares a detailed summary of the facts and law of each case. These summaries are typed up and distributed to attendees at the bi-weekly meetings, and Rachel makes a presentation to the group on each case. Cases are either recommended for appeal or are closed based upon the collective recommendation of the attendees. These meetings serve as an excellent forum for the development of strategies on how to best address the relevant legal and factual issues involved in these appellate cases.

One case of particular note this year is State of Missouri v. McNeely, Case No. SC 91850. The contested legal issue in McNeely is whether a law enforcement officer may secure a nonconsensual and warrantless blood sample under the 'exigent circumstances' exception to the U.S. Constitution warrant requirement, where the only exigent circumstances present is the natural dissipation of alcohol in the bloodstream as it is metabolized in the human body. Courts in various states are split on this issue, Some (as Missouri courts had held prior to the McNeely decision) deem this exigent circumstance to be sufficient and do not require a warrant to be obtained for the blood drawn in situations where the driver does not consent. Although not directly involved in the handling of this case, the Department has contributed to the efforts of the Attorney General's Office via its Appeals Attorney and we are monitoring this case closely. It is currently set for oral argument before the U.S. Supreme Court in Washington, D.C. for January 9, 2013.

The vast majority of cases now handled by the Department involve alcohol-related issues, either as appeals of §§ 302.500 - 302.540, RSMo Administrative Alcohol license suspension or revocations, or Chemical Refusal revocations under § 577.041, RSMo. The opinions issued by appellate courts establish case law precedent for future impaired driving cases, both criminal and civil. The Department, as Appellant in a number of these cases, is able to select key cases where the facts would best serve as a "test" case to potentially strengthen the State's position for the prosecution of future alcohol-related actions. In other cases, where the Department is named as Respondent, the Appeals Attorney is required to defend appeals filed by alcohol offenders contesting trial court decisions upholding alcohol-related license suspensions or revocation actions.

The Appeals Attorney conducted extensive legal research and has filed legal briefs and other pleadings in all districts of the Missouri Court of Appeals.

RESULT:

The creation of the Appeals Attorney position has enabled the Department to dedicate a trained and knowledgeable legal professional to research, brief, argue and monitor cases on appeal to the Missouri Court of Appeals involving alcohol-related legal issues. The result has been a more focused, reasoned and coordinated effort to both pursue and defend appeals bearing on issues crucial to the effective prosecution and sanction of alcohol-related traffic offenders. The Appeals Attorney position has been an invaluable asset for the Department in its efforts to combat impaired driving, and we look to further expand the duties for the position and impact it may have.

Paralegal--Limited Driving Privilege and Ignition Interlock Coordinator

Paralegal Position

This full-time Paralegal position was created in the Department of Revenue, General Counsel's Office to review and monitor alcohol-related traffic offenders. Becky Wekenborg was hired in October, 2011, and has remained in the position since. This position has enabled the Department to isolate and review all court petitions served on the Director of Revenue requesting § 302.309, RSMo Limited Driving Privileges (LDP) and reinstatement on § 302.060, RSMo Five- and Ten-year license denial cases. The targeted population was repeat alcohol or drug-related traffic offenders who clearly pose the greatest threat to public safety. Placement of the position in the Jefferson City office was critical, as all petitions for court-ordered LDPs and reinstatement for repeat offenders require service on the Director at this office. The Paralegal daily receives and reviews all Petitions for Review and for LDPs, has a legal file opened in the General Counsel's Office, and assigns a licensed Department attorney to each case. The Paralegal then conducts a detailed search of the Department's Missouri Driver License database (MODL); the U.S. federal court database (PACER); and the Missouri state court database (CASENET) to check the criminal history of the applicant for any traffic or non-traffic alcohol or drug related offenses.

Criminal Background Checks

Under House Bill 1402, effective August 28, 2012, individuals subject to five or ten-year license denial seeking reinstatement or limited driving privileges are now required to apply for a "criminal history check", as defined in section 302.301(4), with the Missouri State Highway Patrol. Prior to issuing limited privileges or ordering reinstatement, courts are mandated under the new law to review the criminal history check. If the criminal history check reveals an alcohol or drug related offense—vehicle or non-vehicle related—within the specified 'look-back' period, reinstatement or issuance of limited privileges by the court, as applicable, is prohibited. For five-year reinstatement, the look-back period is five years. For ten-year reinstatement, the period is ten years. If the court finds that the applicant has been convicted, found guilty of, pled guilty to, or has any pending charges for any offense related to alcohol or drugs or has any other alcohol-related enforcement contact (as defined in section 302.525) during the applicable period, reinstatement must be denied. For limited driving privileges, the look-back period is two years for an applicant subject to a five-year denial, and three years for a ten-year denial. If any offense is shown within the respective period, the court must deny the application for limited privileges.

During fiscal year 2012, the Paralegal conducted background checks for a total of 1,448 new cases involving LDP applications or reinstatement on five- or ten-year denials by repeat alcohol offenders for fiscal year 2012, for an average of over 120 per month. She also fields a number of inquiries daily from citizens, attorneys and court personnel regarding the criminal history check requirements and has been instrumental in developing new procedures for this process.

LDP Coordinator/Review of Five- and Ten-Year Denial Reinstatements

The Paralegal position has also enabled the Department to create programs and processes to continually monitor and track repeat offenders granted a LDP throughout the term of the LDP. This permits the Department to work closely with courts around the state to ensure that these offenders maintain the requirements for their limited privileges, namely, proof of installation of an Ignition Interlock Device (IID) and financial responsibility with the Department.

Where noncompliance is found, the Paralegal flags these files for immediate administrative termination of the LDP on

Department records, and refers the legal file to a Department attorney to seek termination of the limited driving privilege order in the issuing court. Currently, the Paralegal is directly responsible for all applications for court-ordered LDPs, whether with a DWI Court or regular circuit court. This function, combined with the new criminal history check provisions under HB 1402, has enabled the Department to monitor these repeat alcohol offenders to a greater extent than ever before possible.

DWI Court Monitor

Special "DWI Courts" or dockets were created to deal with certain repeat alcohol offenders and issue LDPs to those otherwise ineligible under the provisions of § 302.309, RSMo. As of October 1, 2012, Missouri DWI Courts approved by the Missouri Drug Court Coordinating Commission, were serving 45 counties in 24 judicial circuits. This number includes 25 stand alone DWI Courts, and 20 "hybrid" courts. "Hybrid" courts are approved Drug Court programs that accept DWI cases into their program. These courts are located in Audrain, Barry, Barton, Boone, Butler, Callaway, Cape Girardeau, Cass, Cedar, Cole, Dunklin, Franklin, Gasconade, Greene, Jefferson, Lincoln, Montgomery, Newton, Osage, Perry, Pike, Platte, Ripley, St. Charles, St. Louis, Stoddard, Stone, Texas, Vernon and Warren counties. The Department, concerned about the granting of limited privileges to repeat alcohol offenders, instituted a new process to review these applications, conduct preliminary background checks, and to monitor their outcome. To date, the Department has been served with and filed special responsive pleadings in over 300 cases, the majority filed with the St. Charles County and Greene County DWI courts.

The Paralegal reviews the DWI Court LDP applications as they are served; conducts criminal and license history background checks; opens a legal file and assigns a Department attorney to each case. The Paralegal also operates as a contact person for the Department for the various DWI Courts, responding to inquiries regarding Ignition Interlock Device (IID) and financial responsibility filings and requirements. Significantly, the Department views this as a vital component in the developing DWI Court program, as the availability of an LDP in this context is designed to operate as an incentive to encourage repeat offenders to participate in DWI Court programs.

The Department desires to make every effort to closely monitor these offenders (something the DWI Courts do not always have the resources or time to do), and the Paralegal position enables that. The Paralegal has created a database that will allow applicants to be monitored from the time the petition is received at the Department through the expiration of their LDP for violations, subsequent convictions and terminations by either the Department or the DWI Court. Monitoring is necessary, as the jurisdiction of the DWI Court over an LDP case is continuing through the termination date of the privilege. This is particularly important, too, as some ten-year minimum denial LDP holders may be in a LDP status for a period of up to nine years. This process will encourage communication between the Department and the DWI Courts and ensure accurate record keeping. The Paralegal is also renewing efforts to gain access to the IID manufacturers' websites in order to monitor more information about each LDP recipient including but not limited to installation and removal dates as well as violation reports. It is expected that the number of DWI Court applications will greatly increase over the next several years, too, as more DWI Courts are established, which will result in an increasing number of applicants to be screened and monitored by the Department.

Ignition Interlock Device (IID) Monitor/Contact Liaison

The Paralegal position continues to perform duties previously performed, in part, by members of the Missouri Department of Transportation, Highway Safety Division, and the Drivers License Bureau of the Department of Revenue, regarding Ignition Interlock Device (IID) installations. This has required additional training for the Paralegal, which included attendance at special training sessions covering IID installation and operation, to enable the Paralegal to field inquiries from offenders, courts and IID service providers. This specialized training has enabled the Department to assume a greater role in monitoring these offenders to better protect the public safety. The Paralegal has recently been engaged in creating a system to track all court-issued LDP orders, with a focus on DWI court-issued privileges. The purpose of this monitoring is to foster communication between the issuing courts and the Department so that notification of termination of an LDP by a court may promptly be keyed and reflected on a Missouri Driver Record to assist law enforcement officers in the field, and to the courts from the Department for administrative termination. It is anticipated, with the passage of Senate Bill 480, effective October 1, 2013, that the contributions of the Paralegal position will be increasingly important.

RESULT:

The Paralegal position has enabled the Department to provide a dedicated, trained legal professional to review and engage in ongoing monitoring of all applications by repeat alcohol offenders for limited driving privileges and reinstatement. The Department also now has the ability to track and compile statistical data regarding administrative IID installations statewide, and is also able to shoulder additional responsibilities added by the issuance of LDPs by DWI Courts to repeat alcohol offenders previously ineligible for such privileges.

The Paralegal has increased communication with all six ignition interlock companies approved to provide devices in the state of Missouri to decrease tampering and circumvention of the function of these devices, and to improve reporting of violations to DWI courts.

FUNDING:

AWARDED AMOUNT:	DISBURSED AMOUNT:
$125,250.50	$103,596.49

HS CONTACT:

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PROJECT TITLE:

DOR and Law Enforcement Training

PROGRAM AREA:

AL

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

MO Dept. of Revenue

PROJECT NUMBER:

12-154-AL-041

JURISDICTION SIZE:

5,000,000

TARGETED POPULATION:

Impaired Drivers

AGENCY CONTACT:

Mr. Charles Gooch

PROJECT DESCRIPTION:

The Department of Revenue, General Counsel's Office, will organize and present law enforcement training seminars across the state. The seminars will heighten awareness and educate law enforcement, prosecutors and judges in regard to developing trends in driving while intoxicated laws and prosecution issues to help improve the number of offenders who suffer a license consequence or criminal sanction. These seminars are scheduled for a four-hour session at every Missouri State Highway Patrol troop headquarters in the State of Missouri. Topics traditionally include instruction on how to prepare and testify for trial; applicable DWI case law updates; standardized field sobriety testing procedures; applicable motor vehicle and driver license legislative updates on new laws; and specific topics year-to-year on emerging issues in DWI defense and prosecution, as dictated by efforts of defense attorneys statewide. Applicable, updated materials will be provided to seminar attendees, and the courses will be offered at no cost to law enforcement, prosecutors, and members of the judiciary who attend. Training will be conducted by experienced practitioners in the field, including certified law enforcement, licensed members of the Missouri Bar, and technicians in their particular field of expertise.

This training will be scheduled during the months of August and September, and will be scheduled for two four-hour sessions in St. Louis, Kansas City, and Springfield, and one four-hour session each in the cities of Poplar Bluff, Willow Springs, St. Joseph, Macon, Rolla and Jefferson City. Courses will be completed by September 30, 2010.

Costs will include printing, postage and other associated costs for the Traffic Notes newsletters, Law Enforcement Seminars and Prosecutor Manuals.

Several DOR senior attorneys will also present other training sessions at various professional conferences and training programs on impaired driving laws and driver license sanctions for intoxication-related arrests, as requested.

Department attorneys, most of whom serve also as hearing officers, have long been actively involved in educational programs targeted for improving knowledge in the areas of DWI law, prosecution skills and topics related to the science of blood alcohol and drug testing. This education and involvement includes dissemination of information pertinent to other areas related to the effective and knowledgeable prosecution of the alcohol and drug offenses, including commercial driver licenses, license issuance, accident investigation, forensics and other driver license issues. The American Association of Motor Vehicle Administrators (AAMVA) sponsors an annual international conference and workshop for motor vehicle attorneys and law enforcement covering a wide range of topics. The national Symposium on Alcohol and Drug Impaired Driving Enforcement conference, sponsored by the Institute of Police Technology and Management (IPTM) provides excellent, broad-based training in all areas of roadside field sobriety screening, breath and blood testing procedures, DWI evidence, and other impaired driving issues for several of our trial attorneys, with instruction by nationally-recognized experts in these fields. The Missouri Office of Prosecution Services sponsors several very instructive seminars each year specifically on how to prosecute DWI cases, which are beneficial to the Department's attorneys. Department attorneys in 2010 are enrolled to attend the Northwest Alcohol Conference, Park City, Utah, and the Intoximeters, Inc., Users Group Training is St. Louis. These training opportunities, combined with other courses periodically sponsored by The Missouri Bar, provide The Department's attorneys with the skills they need to be effective in hearing and prosecuting alcohol and drug related license cases throughout the state of Missouri. The training indicated will be completed by September 30, 2011.

Acquisition of reference materials will assist the DOR General Counsel's Office in better communication with law enforcement, attorneys, judges, court clerks and related community. It is imperative that the attorneys in the department keep abreast of developments in the area of DWI and driver license law so as to more effectively hear and prosecute these

cases.

PROBLEM IDENTIFICATION:

Department of Revenue, General Counsel's Office, Transportation Unit attorneys preside at administrative alcohol hearings (Sections 302.500 - 302.540, RSMo) and also prosecute alcohol- and drug-related license suspension and revocation cases statewide (Section 302.311, RSMo, appeals; Section 577.041, RSMo, "refusal" appeals; Section 302.060, RSMo, five- and 10-year multiple DWI license denial appeals, etc.). A dedicated Department Appellate Attorney also acts as an in-house appellate expert and liaison to the Office of the Attorney General for impaired-driving case appeals by the Department to the Missouri Court of Appeals in all three districts and the Missouri Supreme Court.

Due to budget restraints imposed during the current fiscal year, there exists a lack of Department funding available for specialized training on impaired driving prosecution techniques and strategies for Department attorneys. The need for this specialized training is ongoing given the dynamic nature of developments in DWI and related motor vehicle case law as well as the continual revision of statutory and regulatory provisions. Further, as administrative alcohol hearings and court cases are dependent upon the admission of breath or blood test results, Department attorneys who hear and prosecute these cases require special knowledge in the areas of breath and blood testing and the related scientific fields of toxicology and pharmacology.

The new DWI Court provisions contained in H.B. 1695, effective August 28, 2010, have created a new class of individuals now eligible for limited driving privileges who were previously ineligible. This new class includes repeat offenders, primarily drivers with five- and ten-year license denials, who have demonstrated a propensity to consistently pose the greatest risk to public safety. The granting of limited privileges to these drivers requires a considerable increase in background investigation and monitoring by DOR attorneys and staff to insure that these offenders comply with the requirements for legal licensure under the DWI court program requirements.

There also exists a great need for consistent, professional training for law enforcement, judges and attorneys in the state on Missouri impaired driving and license laws, particularly with the new reporting requirements for courts, prosecutors and law enforcement officers under the provisions of H.B. 1695.

The Department lacks dedicated funding for equipment and supplies to more effectively meet trial and appellate court requirements. There is a need for current reference materials to more effectively communicate with attorneys, prosecutors and judges in regard to alcohol-related license actions, due to the high turnover experienced in these positions in recent years . This need and lack of a reliable funding source is an ongoing problem.

GOALS AND OBJECTIVES:

The goals of this project are:
1) To heighten awareness and educate law enforcement, prosecutors and judges in regard to developing trends in driving while intoxicated law and prosecution issues to help improve the number of offenders who suffer a license consequence or criminal sanction. Measured success may be found by an expected increase in the percentage of those arrested for alcohol or drug related offenses having a license suspension or revocation action imposed, criminal conviction, or both.

2) To provide continuing education opportunities to DOR attorneys and hearing officers in the area of DWI.

Objectives:
1. Provide law enforcement training seminars across the state;
2. Produce and disseminate quarterly newsletter; and
3. Provide continuing education opportunities for DOR attorneys.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
·   Programs (number and success of programs held compared to planned programs, evaluations if available)
·   Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
·   Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
·   Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)

· Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.Review and evaluate Department statistical data to determine whether the error or reject rate for alcohol influence reports (AIRs) by the Department's Drivers License Bureau, Administrative Alcohol Section declines;

Review and evaluate administrative hearing, trial de novo and chemical refusal outcomes to determine whether there is a reduction in the number of errors made by law enforcement officers in filling out the AIR, which have affected the ability of the Department to impose an alcohol-related license suspension or revocation action on a driver record;

Evaluate session evaluations by topic for all Department of Revenue Law Enforcement seminars held to determine if the needs of the target audience are being served;

Measured success may also be found by an expected increase in the percentage of those arrested for alcohol or drug related offenses who will have a license suspension or revocation, a criminal conviction, or both.

RESULTS:

The following seminars were conducted during this fiscal year:

DWI Court Training held on November 15, 2011, Jefferson City, Missouri - In cooperation with the National Center for Drug Courts (NCDC) and the Missouri Office of State Court Administrators (OSCA), the Department participated in instruction for court judges and staff for mandatory DWI Court certification by the Missouri Drug Court Coordinating Commission. This training was part of a four-day session for approved DWI Courts, and included instruction on Department of Revenue license suspension, revocation and denial actions, as well as procedures for applying for limited driving privilege and prerequisites required for issuance (i.e., court order; SR-22; ignition interlock).

Suspensions, Revocations and Denials in the DWI Practice held on March 7, 2012, 12:00- 2:00 p.m. (phone seminar) - Sponsored by the Missouri Bar, this phone seminar was conducted by Charles Gooch, Managing Counsel, with private defense attorney John Newsome, St. Louis, Missouri. Topics covered were administrative alcohol and chemical refusal license actions; license denial for repeat offenders; new DWI Court provisions and limited driving privileges; alcohol or drug related convictions and their impact on a driver record; zero tolerance provisions.

MADCP Conference held on March 29, 2012, Osage Beach, Missouri - Presentation by Department counsel on new DWI Court and ignition interlock provisions to Missouri Association of Drug Court Professional (MADCP).

DWI Court Training held on May 2, 2012, Jefferson City, Missouri - Mandatory training sessions conducted for DWI Court certification.

General Counsel's Office Impaired Driving Seminar held May 31 - June 1, 2012, Truman State Office Building, Jefferson City, Missouri - This two-day training was targeted for Department attorneys with a focus on DWI law and trial practice. Topics include two hours of ethics, new evidentiary breath testing procedures and devices; legislative update and federal compliance issues, and appeal and trial practice issued forum. This training is crucial for Transportation's attorneys to maintain the required courses for licensure and to keep them abreast of changes in DWI laws and trial practice.

2012 LETSAC Conference held on July 12, 2012, Lake Ozark, Missouri - Instruction provided by Department attorneys to Missouri law enforcement officers on legislative and case law updates regarding Missouri DWI law.

DWI Law and Science Conference held on July 13, 2012, Osage Beach, Missouri - Sponsored by the Missouri Bar, this seminar provided instruction by a Department attorney on Missouri DWI law and statutory updates to several hundred Missouri DWI defense attorneys.

RESULTS: These training sessions presented featured the Department of Revenue's role statewide in alcohol and drug-related traffic offenses and license sanctions, including new efforts to target repeat and high BAC offenders. Such training reached hundreds of stakeholders in these efforts, including attorneys, judges, law enforcement officers and clerks; court personnel, treatment providers and citizen advocacy groups. These efforts help foster good will between various stakeholders in the process with the goal of more efficient processing of DWI offenses in the state of Missouri and implementation of sanctions.

Annual DOR Impaired Driving Seminars for Law Enforcement

August - September, 2012 (various locations statewide) - During the months of August and September, the Transportation Section of the General Counsel's office conducted its annual DWI training sessions for law enforcement officers, prosecutors, judges and court staff. With the assistance of the Missouri Safety Center and Department of Health and Senior Services, fifteen sessions were presented at 12 locations around the state. Over 700 individuals attended this year, representing a 25% increase over 2011 attendance. The four-hour sessions covered updates on standardized field sobriety testing, breath alcohol testing, DWI case law, new legislation, and testifying in court for officers. A new location was added in Nevada, and the Department plans to continue to offer this location for training in 2013.

Key this year was revisions to the Department of Health and Senior Services rules governing breath alcohol testing. These changes, effective December 30, 2012, should further clarify this area of the law for those who conduct evidentiary breath tests and ensure increased accuracy for tests administered. Type II and III permit holders should pay special attention to these changes, which will have a substantial impact on how these tests are conducted.

RESULTS: Over 700 law enforcement officers, judges, and court personnel were trained on updated DWI case law, statutory amendments, DWI and Administrative Alcohol processes for arrest, evidentiary testing, appeal, and reporting. These programs were also certified by the Missouri State Highway Patrol for P.O.S.T. Continuing Education credit (legal) for law enforcement, and by the Missouri Bar Association for required Continuing Legal Education (CLE) credit for attorneys and judges.

2012 Missouri State Highway Patrol "In Service" DWI Training - These training sessions were presented by James A. Chenault, III, Senior Counsel, at the Missouri State Highway Patrol General Headquarters in Jefferson City, Missouri. This training is mandatory for Highway Patrol troopers throughout the state, and focused on DWI defense tactics; case law updates on DWI issues; best practices for Alcohol Influence Report drafting and DWI arrest/evidentiary tests for blood alcohol concentration/blood draws. Training materials provided to attendees included cases law updates, Alcohol Influence Report preparation instruction, and recommended DWI arrest and chemical testing procedures.

RESULTS: All 2012 graduates of the Missouri State Highway Patrol Academy and other officers subject to the annual in-service training requirements received specific training on DWI case law precedent and procedures from the perspective of an experienced legal representative of the Department's Transportation Section.

Seminars Attended by Department staff include:

AAMVA Annual Spring Workshop and Law Institute held March 11 - 15, 2012, New Orleans, Louisiana - An annual, national conference for motor vehicle and driver license bureau staff attorneys and administrators, with a focus on federal law compliance for impaired driving offenses and administrative license actions, including commercial drivers license issues. This training was approved for over 18 hours of Missouri CLE for attorney licensure, and attended by three Department attorneys.

Missouri Office of Prosecution Services (MOPS) Traffic Safety Conference held June 6 - 8, 2012, Osage Beach, Missouri - This presentation targeted Missouri law enforcement and prosecutors who focus on enhanced DWI enforcement statewide, attended by ten Department attorneys.

Missouri Office of Prosecution Services (MOPS) DWI Bootcamp held September 20, 2012, Columbia, Missouri - A presentation for prosecutors from around the state regarding amendments to the Department of Health and Senior Services (DOHSS) rules governing evidentiary breath and blood testing, attended by two Department attorneys.

RESULTS: Department attorneys received a wide variety of training on emerging DWI law trends and defenses from various sources, and earned required Missouri Bar CLE credit for professional licensure.

Training Materials Provided

"Traffic Notes" Newsletter— A May 2012 edition was produced. The issue covered the upcoming 2012 Department DWI seminars, legislative update, case law update, and information on how to access further information regarding DWI laws and appeal processes. The newsletter was published in a six-page format with photographs and distributed in all 114 Missouri counties to over 1,700 judges, prosecuting attorneys, and law enforcement and court personnel.

RESULTS: Over 1,700 judges, prosecutors, law enforcement and court personnel were provided with updated information and instruction on new DWI laws and court cases, and information on how to access further assistance and training.

Equipment/Supplies

Purchased three (3) 2012 Missouri Legal Directories for use by Transportation Section attorneys and staff statewide to

reference current contact information for Missouri attorneys, judges and court personnel.

RESULTS: The directories are being utilized to provide up-to-date contact information for attorneys, judges and courts statewide, in an effort to keep our mailing list for our Traffic Notes newsletter and training materials current, and to confirm the identity of new judges, prosecutors and court clerks.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	$18,720.00	$16,071.02

HS CONTACT:

Jackie Rogers

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Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:	**PROJECT NUMBER:**
Traffic Safety/DWI Unit	12-K8-03-039
PROGRAM AREA:	**JURISDICTION SIZE:**
03	91,763
TYPE OF JURISDICTION:	**TARGETED POPULATION:**
Urban	Impaired Drivers
AGENCY NAME:	**AGENCY CONTACT:**
Franklin County Sheriff's Dept.	Sgt. Tom Leasor

PROJECT DESCRIPTION:

Project Description information will be captured in the supplemental section.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2007-2009 period, 475,013 traffic crashes occurred in the State. Of those, 0.5% resulted in a fatality and 3.4% involved someone being seriously injured. During the same time period, there were 24,445 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 817 people were killed and another 3,670 were seriously injured.

GOALS AND OBJECTIVES:

Goal:
To decrease fatalities involving drivers with .08 BAC or greater by 2% annually to:
·   298 by 2010
·   292 by 2011
·   286 by 2012
·   280 by 2013

Objectives:
1. Participate in the National Impaired Driving Crackdown campaign
2. Participate in the quarterly impaired driving enforcement campaigns
3. Develop and implement a high visibility DWI enforcement plan involving saturation patrols and/or sobriety checkpoints

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
5. Attaining the Goals set forth in this contract*
6. Accomplishing the Objectives* established to meet the project Goals, such as:
· Enforcement activities (planned activities compared with actual activities)
· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)

- Other (any other information or material that supports the Objectives)
7. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

See Enforcement Statistics Report.

Also, see Attachments section for Annual Report.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	$93,600.00	$85,009.30

HS CONTACT:

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Enforcement Statistics

Program:	TRAFFIC ENFORCEMENT APPLICATION	Fiscal Year:	2012
Agency:	Franklin County Sheriff's Dept.		
Project:	Traffic Safety/DWI Unit	Project Number:	12-K8-03-039

Enforcement Period Start Date: 10/1/2011	Enforcement Period End Date:	9/30/2012

Enforcement Activity: SUMMARY

DWI Alcohol Arrests:	71	**Warnings**	
DUI Drug Arrests:	10	Warn Following Too Close:	21
Following too Close:	58	Warn Stop Sign:	53
Stop Sign Violation:	38	Warn Signal Light Violation:	24
Signal Light Violation:	17	Warn Fail To Yield:	9
Fail to Yield:	12	Warn C & I Driving:	5
C & I Driving:	21	Warn Speeding:	561
Speeding:	1,758	Warn Other HMV:	208
Other HMV:	121	**Total HMV Warnings**	**881**
Total HMV	**2,106**		

Shaded areas are not included in totals.		Warn Seat Belt	23
Seat Belt:	21	Warn Child Restraint:	0
Child Restraint:	2	Warn MIP Violations:	4
MIP Violations:	40	Warn Open Container:	4
Open Container:	4	Warn Zero Tolerance:	0
Zero Tolerance:	2	Warn Fake ID:	0
Fake ID:	0	Warn Other Liquor Law:	0
Other Liquor Law:	1		
Suspended/Revoked Licenses:	96	Warn Suspended/Revoked Licenses:	0
No Operator's License:	19	Warn No Operator's License	4
Uninsured Motorist:	160	Warn Uninsured Motorist:	151
Felony Arrests:	19	Warn Other NON-HMV Violations:	638
Drug Arrests:	31	**Total NON-HMV (Warnings)**	**816**
Stolen Vehicles Recovered:	5	**Total Violations (Warnings)**	**1,697**
Fugitives Apprehended:	122		
Other Non-HMV Violations:	236		
Total Non-HMV	**534**		
Total Violations (Citations)	**2,640**		

Program:	TRAFFIC ENFORCEMENT APPLICATION	Fiscal Year:	2012
Agency:	Franklin County Sheriff's Dept.		
Project:	Traffic Safety/DWI Unit	Project Number:	12-K8-03-039

Number of Sobriety Checkpoints: 10

BAC Given: 75   Refused: 12

Field Tested SFST: 189

Drug Influence Evaluation: 6

Blood Draws: 13

DWI Arrests Ages:

16-20	21-29	30-39	40-50	50+
4	29	18	15	11

Number of Vehicle Stops: 3,760

Number of Hours: 4,268

Enforcement Cost: 17,494.76

Performance

Stops Per Hour: 0.79

Cost Per Citation: 3.99

Cost Per Stop: 5.27

Media Coverage:

| [ ] Radio | [ ] TV | [3] News Releases | [X] Press Conference | [ ] Web Site | [ ] Print Media |

Other:

Location, activity or comments:

Youth Alcohol Only

Party Calls:	7
Disturbances:	25
Compliance checks:	0
Number of Contacts:	303

Full Time Grant-Funded Units

Hours on Enforcement:	4,368
Hours in Court:	81
Hours in Training:	552
Hours on Leave:	1,848
Hours in Outreach:	967
Other Hours:	5,365
Total Hours:	**13,181**

Reporting Officer's Name:

Full-Time DWI/Traffic Unit Fy2012 Annual Report

1. What roadways did your agency focus the enforcement details?

    Deputies of the Franklin County DWI/Traffic Safety Unit patrolled all roadways within the unincorporated portions of Franklin County. This would include State and County roadways. There was a notable amount of fatality crashes on Highway 185 between Beaufort and Sullivan and DWI/Traffic Safety Unit deputies saturated this area on all shifts.

2. What schedule did your deputies work (time of day and day of week)?

    Deputies of the Franklin County DWI/Traffic Safety Unit worked a variety of schedules actually, thus requiring the deputies to be flexible. As the TSU supervisor I typically worked Monday through Friday. I work 7:00 a.m. to 3:00 p.m. on Mondays to prepare press releases and update the command staff of arrests and pass down information received from my weekend deputies. Tuesday through Thursday I work 8:00 a.m. to 4:00 p.m. Additionally, I adjust my schedule to work on drinking holidays, saturations, and special events such as fairs or concerts. I also supervise all sobriety checkpoints.

    I have a deputy that initially started as a DWI/Traffic Safety Unit deputy but his job has drastically changed over the past two years, even though I still supervise him. We added in-car cameras and in-car computers to all patrol vehicles and the maintenance of the systems, downloading videos as evidence, and unexpected repairs have absorbed nearly all of his time. He was also trained as our Office Type II considering his knowledge of technology. He maintains our breath instruments, including PBTs. He still works traffic enforcement in his down time and his schedule is still adjusted to work saturations, sobriety checkpoints, drinking holidays, and special events. He typically works Monday through Friday, 6:00 a.m. to 2:00 p.m.

    I have two deputies that work 12 hour shifts and they rotate, either working 6:00 a.m. to 6:00 p.m. or vice versa. These deputies are supplemented by one of my public relations deputies that also works 12 hour shifts other than when he teaches DARE for 11 weeks. During that time frame he still works his weekend shifts. One of these deputies are required to be on duty every Thursday, Friday, and Saturday night and should one of them be on vacation the dayshift deputy is adjusted to work the night shift or one of the other deputies attached has their schedule adjusted. During saturations, drinking holidays, and special events the day shift deputy's schedule is adjusted to work night shift so as there are two deputies on that given shift.

    Lastly, I have an additional public relations deputy that handles a majority of the public relations events for this Office and the DWI/Traffic Safety Unit. He predominately works Monday through Friday, 8:00 a.m. to 4:00 p.m. other than attending public relations events, working saturations, sobriety checkpoints and drinking holidays.

    In summary, DWI enforcement takes a priority over all functions of this unit. Deputies that apply to the DWI/Traffic Safety Unit are told that their schedules will be flexible dependent upon the need for DWI enforcement. Saturations, special events, drinking holidays, and sobriety checkpoints determine the schedule of the DWI/Traffic Safety Unit that is posted a month in advance.

3. How frequently did supervisors conduct briefings with the full-time unit deputies to discuss operations plans that would impact fatal and injury crashes?

Communication with my personnel is ongoing. They are made aware of every extra patrol request, problem areas based on statistics, and any intelligence information concerning special events typically by email due to the complexity of their work schedule. Personnel of the DWI/Traffic Safety Unit have take-home patrol vehicles and are required to check their emails at the beginning of their shift and they receive updates as their shift progresses. There have also been instances where time becomes a factor for information and contact is made with the specific personnel by telephone or text. Aside from this, deputies work together the first Thursday of every month and information is provided to them in a formal setting. Knowing that the scheduling of personnel is so complex and sporadic, I make communication a priority and require the same of my personnel.

4. How did you engage the local community to raise awareness of the purpose of the DWI/Traffic Safety Unit?

The Franklin County Sheriff's Office has an excellent working relationship with the local media. Press releases are distributed regularly for saturations and events, often times releasing statistical data of enforcement. The media has participated with sobriety checkpoints as well. The public relations deputies and I also make numerous guest appearances to civic groups, organizations, and schools during the course of the year, along with special events, to express the mission of the Unit. Community oriented policing is a philosophy that is strongly embraced by this Office and that philosophy filters to each division.

5. Please give examples of how the media was used to highlight the DWI/Traffic Safety Unit activities and raise awareness with the public.

As previously noted, this Office has a great working relationship with the media. Press releases were utilized, often customized for Franklin County, during all saturations both prior to and after them. Of course press releases were distributed prior to sobriety checkpoints as required but these were always followed by the results of the sobriety checkpoints and locations they were held.

6. What type of training did your deputies receive this grant year?

All deputies of the DWI/Traffic Safety Unit, past and present, received racial profiling, firearms, and outlaw motorcycle gang training. Listed below are the individual trainings attended by the deputies but it should be noted that all of this training is not on Office time considering deputies are responsible for maintaining their POST training requirements.
Sgt. Thomas Leasor: LETSAC Conference, Checkpoint MUTCD Guidelines
Cpl. Paul McClure: Armorers Course, Radio Communication, ARIDE, Juvenile Justice Procedures
Dep. Michael Lohden: DARE update
Dep. Charlie Herwig: DARE certification
Dep. Delbert Bullock: Intall/Operation Kustom Signals, Type III and Type II certification
Dep. Tyson Jones: HAZMAT (past deputy)
Dep. Scott Duck: HAZMAT (past deputy)

7. Please provide any changes to personnel working in the DWI/Traffic Safety Unit that occurred this grant year.

    During this grant year one of my deputies received a disciplinary transfer out of the DWI/Traffic Safety Unit for lack of performance and falsifying monthly activity documents. Another deputy transferred from the DWI/Traffic Safety Unit after being passed over for a promotion, feeling that going back to a patrol squad would make him more promotable. Although this isn't necessarily the case in this instance, he was permitted to transfer. Another deputy transferred from the public relations aspect of the Unit to better prepare himself for promotion considering he had been attached to the public relations aspect of the Unit since being hired with this agency and completing his field training. He was hired with the qualifications to teach DARE and had public relations experience.

    Three deputies transferred into our Unit, two of which are assigned strictly to DWI/traffic enforcement. These two deputies are very aggressive in DWI/traffic enforcement and are an asset to this Unit. The other one recently transitioned to the public relations/DARE position and has traffic experience from working overtime enforcement. He will adjust very well as he become more acclimated to his public relations duties.

    There will likely be additional transitions in and out of the DWI/Traffic Safety Unit due to retirements/promotions during the 2013 fiscal year.

8. Do the officers in this unit work any type of non-traffic related duties (hours per month)?

    One of my new deputies is attached to our SWAT team and is required to train 16 hours per month. Even though his schedule is adjusted for this training it does not inhibit him working the weekends. Another deputy is attached to the SWAT team as well but as a marksman/observer. He trains only 8 hours per month. I am also a negotiator attached to the SWAT team but training with the team is not regular. Their time earned for training and call-outs is required to be taken away from prime DWI enforcement times, namely Monday or Tuesdays, when overtime is limited.

9. Was any of the equipment purchased with the Highway Safety grant funds damaged or replaced this grant year?

    No, all of the equipment initially purchased several years ago is still in full service. The 3 patrol cars will need to be replaced during fiscal year 2013 due to them likely reaching nearly 90,000 – 100,000 miles by the end of the 2013 calendar year. This office will be replacing them during our fiscal year 2013.

10. Please list the dates and locations of the sobriety checkpoint hosted by your agency. Please list dates, locations, and host agency of sobriety checkpoints that your agency assisted in.

    December 10, 2011
          Highway AT and Park Lamar Drive
          Highway AT and East Villa Ridge Road

Highway A
June 14, 2012
    Highway 185
    Highway 50 west of Highway CC
August 25, 2012
    Highway 185
September 15, 2012
    Highway O and Highway N
    Highway 100 and Coleman Road
    Highway 100 and Highway MM

We actually had some difficulty with motivation of personnel to work sobriety checkpoints this fiscal year, something we haven't had to deal with in the past. Now that we have the BAT truck it has become a very efficient process that can be accomplished with relatively minimal manpower. This year however, due to the DWI/Traffic Safety Unit being short of personnel for several weeks sobriety checkpoints couldn't be accomplished. We also had to cancel 5 due to rain, 3 on one night and 2 on another. The newly added deputies, along with me meeting with supervisors and emailing personnel enabled a rally of personnel for late summer and early fall.

11. Please list each deputy individually and the number of vehicle stops, DWI arrests, HMV citations, and seatbelt citations they had during the grant year.

Current DWI/Traffic Safety Unit	Vehicle Stops	DWI	HMV citations	Seatbelt
Sgt. Thomas Leasor	325	0	187	3
Cpl. Paul McClure	564	12	391	0
Dep. Michael Lohden	426	10	328	0
Dep. Michael Richardson	220	8	152	3
(Assigned to Unit for 2 months)				
Dep. Adam Albert	521	9	246	0
(Assigned to Unit for 6 months)				
Dep. Delbert Bullock	219	6	160	3
Dep. Charlie Herwig	16		13	0
(Assigned to Unit for PR for 2 months)				
Previous DWI/Traffic Safety Unit				
Dep. Ryan Jackson	532	32	324	0
Dep. Tyson Jones	392	1	94	0
Dep. Scott Duck (PR)	46	3	24	0
TOTAL	**3,261**	**81**	**1,919**	**9**

12. Has your county had an increase or decrease in fatal and injury crashes the past three years? If you're experiencing an increase please explain your strategy to reduce them.

Franklin County had 24 fatalities in 2008, 16 in 2009, 26 in 2010, 15 in 2011, and we've already had 19 to date. That being said, the fatality increases we experienced in 2010 were attributed to construction on I-44. There were 11 fatalities in the work zone that extended many miles.

The analysis of the increase for 2012 has been more difficult. Several of these fatalities have taken place on Highway 185, between Beaufort and Sullivan.

Injury crashes have been on a steady decline. Franklin County had 701 in 2008, 620 in 2009, 607 in 2010, 508 in 2011, and 338 to date (Sep 12).

Considering I'm a statistical type of person, namely a supervisor, I monitor traffic crash data and the locations and when the crashes are happening. This year has been difficult to some degree based on the locations of the crashes and there being no consistency other than Highway 185. My personnel, myself included, have saturated Highway 185 for a strong presence. There has also been a higher visibility of the MSHP. The difficulty with this is the amount of traffic on this specific roadway is minimal but our presence has been noticed.

So, my strategy tends to remain as it has been since we started the Unit, foregoing any insight to new ideas, of maintaining analysis on the crashes as they occur, studying the MSHP crash map program, and continuing to strategically enforce traffic in problem areas. I also encourage my personnel to speak with the motorists they do stop and explain why we are saturating the area. Again, my perception is that this has minimized court time and has caused citizens to speak amongst themselves about our enforcement in problem areas. By mapping analysis it seems our crashes are not condensed to specific areas, making enforcement more difficult.

My goal as the DWI/Traffic Safety Unit supervisor has always been for us to drop from the top 5 of all traffic crash categories for the unincorporated areas amongst MO counties. Realizing this is a difficult goal

13. Are there any resources or information that the Highway Safety Office can provide to your agency to help with the traffic safety improvements?

During difficult economic times the funding we have received has been a significant asset to this Office. The longer this can stay continued the better for this Office as I feel we are doing a great deal with what we have been given. Your assistance has aided in changing the mindset of our County and the personnel, including the administration of this office. This hasn't necessarily been an easy task due to this being such a substantial change in the way things have always been done.

PROJECT TITLE:

SMART CHEERS DriveSafeDriveSmart

PROGRAM AREA:

AL

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

University of MO Curators

PROJECT NUMBER:

12-154-AL-046

JURISDICTION SIZE:

5,000,000

TARGETED POPULATION:

Statewide

AGENCY CONTACT:

Mr. Billy Jamison

PROJECT DESCRIPTION:

We propose to address the alcohol and safe driving issues facing college students and the communities they reside in by continuing to implement four programs that have proven successful in creating awareness and behavior change, and by integrating stronger collaboration with law enforcement throughout the state. The unifying theme behind each of the following programs is to educate Missourians, particularly college students, on ways to make responsible decisions regarding alcohol and driving issues. These programs are: SMART, CHEERS, and Drive Safe. Drive Smart, and START.

SMART

SMART is an online responsible beverage service training program that addresses the topics of proper identification and sales and service to intoxicated individuals. The program is effective in that each operating module is very visual and interactive, presenting information in a variety of ways to meet multiple learning styles. The tone is conversational, supportive, and friendly even when the focus is on consequences. The module content and presentation accommodates a wide variety of educational backgrounds. There are links to relevant laws, policies, and web sites for participants to gain further knowledge on the subjects. Self-help and review activities and exercises provide practice and the opportunity to retake quizzes until successful and include hints and tips to facilitate the learning process. Content is presented in small, incremental steps that gradually develop towards more and more complex scenarios.

CHEERS

CHEERS was designed as a rewards program to increase the number of designated drivers throughout the state of Missouri. For 25 years, CHEERS has worked toward educating college students in Missouri about the importance of using a designated driver who has had nothing to drink through programs and educational information. As an environmental approach to reducing irresponsible drinking and the number of impaired drivers, bars, restaurants and nightclubs participating in CHEERS provide free non-alcoholic beverages to designated drivers. This serves as an incentive for those being responsible for the safety of their friends and community, and reiterates in the community that drinking and driving is unacceptable.

The CHEERS program is present on 25 individual campus or community chapters across the state and has over 300 establishments participating. SMART and CHEERS work together to cross promote each other in the bar and restaurant community.

DRIVE SAFE. DRIVE SMART.

Drive Safe. Drive Smart. was created in 2005 to expand the safe driving message beyond impaired driving to the campuses involved in Partners In Prevention. In addition to impaired driving, DSDS also addresses distracted, drowsy, and aggressive driving, speeding, and safety belt use. Through a poster and programmatic campaign, college students across the state have been exposed to important messages and information about a broader range of safe driving. Initially available at twelve campuses, DSDS has now expanded to seven additional campuses across the state.

Part of DSDS is a strong emphasis on improving the safety belt usage rates on each campus. To monitor this, a question on safety belt usage is included on the Missouri College Health Behavior Survey about usage, and there is also a in-person survey conducted by the Missouri Safety Center on each participating PIP campus which helps determine the winner of the college safety belt competition, Battle of the Belts.

START

The Student Alcohol Responsibility Training (START) is a free, online training program that allows Missouri college students to learn how and why they should not serve alcohol to underage or intoxicated guests. The main goal of this training is to educate college students on how to have a safe party or event, with or without alcohol. However, the majority of the content is focused on issues such as how to check for fake ID's, what to do if a guest becomes intoxicated, state laws related to alcohol use and many other useful topics.

PROBLEM IDENTIFICATION:

During the 2008-2009 academic year, almost 34% of college students at Missouri public institutions of higher education consumed five or more drinks in a two-hour period, otherwise known as binge or high risk drinking (see Appendix A). It is estimated that 600,000 students between the ages of 18-24 are unintentionally injured under the influence of alcohol each year (Hingson, Heeren, and Zakocs, 2005). Almost half of all college students nationwide binge drink (defined as five or more drinks at one sitting for men, four or more drinks for women) according to the Harvard School of Public Health (2002) and the Core Institute (2001). Students who binge drink are more likely to damage property, have trouble with authorities, suffer academically, have hangovers, and drive while intoxicated (Wechsler, 2002). Thirty percent of all students (38.2% of drinkers) at Missouri's colleges and universities reported driving under the influence of alcohol or other drugs within the past year. (2010 MCHBS).

Recent research indicates that about one-third of college students drink for the purpose of getting drunk. According to the United States Office of Substance Abuse Prevention (OSAP), it is estimated that between 240,000 and 360,000 of today's college students will eventually die of alcohol-related causes. It is estimated that students spent $5.5 billion each year on alcohol, which is approximately one third of a college student's discretionary money, and that number continues to increase (Center on Addiction and Substance Abuse, CASA). It is estimated that 40% of academic problems, 29% of drop outs, 80% of vandalism, 90% of Greek hazing deaths, and 90% of date rapes are alcohol or other drug related (CASA, 1994). Over 1,700 college students ages 18-24 die from alcohol-related injuries, including motor vehicle crashes, each year (Hingson et al, 2005).

In 2009, one person was killed or injured in drinking related traffic crashes every 2.7 hours in the state of Missouri, and over 30% of fatal crashes involved a person drinking. Motor vehicle crashes in the state cost Missourians over $3.3 billion in economic loss in 2009 (Missouri Traffic Safety Compendium, 2009). The primary cause of death for persons between the ages of 1 and 34 is traffic accidents, and alcohol consumption has been found to be a leading contributor to those accidents (Hingson, 1993; MADD, 1997). The average alcohol related crash costs the public an estimated 3.3 million dollars in various costs (Pacific Institute for Research and Evaluation, 2002).

The proportion of traffic statistics specifically involving Missouri youth is extremely alarming. Individual drivers under the age of 21 were involved in 27.3% of all the 2009 traffic crashes in Missouri and 18.4% of all fatal traffic crashes. Also in 2008, a person was killed or injured in young driver related traffic crashes every 53.5 minutes in Missouri. Over thirty percent of these crashes took place on Friday and Saturday. That same year, in 50.7% of the young driver related fatal traffic crashes, the driver was either exceeding the speed limit or driving too fast for conditions, which contributed to the cause of the crash. In 23.9% of these fatal crashes, the young driver's drinking condition contributed to the cause of the crash. In addition, young drivers accounted for 160 fatalities in motorized vehicles and 9,965 personal injuries (Missouri Traffic Safety Compendium, 2009). While fatalities decreased by seven in this category, personal injuries increased by a staggering number of 5,132.

College students' behavior is shaped by their environment, to change their behavior, the environment must change. High risk drinking exists largely because college students live in an environment that promotes such behavior. According to Dr. William DeJong, of the United States Department of Education's Higher Education Center on Alcohol, Drugs and Violence Prevention in Higher Education, there are five primary factors that contribute to the formation of this environment:

1. The widespread belief that high risk drinking is normative
2. Alcohol is abundantly available and inexpensive
3. Liquor outlets use aggressive promotions
4. Laws and policies are not consistently enforced
5. Students have a great deal of unstructured free time

Colleges and universities need to use multiple strategies focused on creating an environment that encourages and supports students to make good choices about alcohol and proactively addressing the above-mentioned factors. When colleges work with their surrounding communities to decrease alcohol-related problems, both benefit. As was recommended in the Higher Education Center for Alcohol and Other Drug Prevention publication "Be Vocal, Be Visible, Be Visionary," environmental management is a vitally important strategy in effective alcohol abuse prevention. Environmental management encourages college officials to work to change the campus and community environment through an integrated combination of programs, policies, and public education campaigns.

Over the years, prevention professionals have attempted to decrease the abuse of alcohol and other drugs by focusing on changing students' behavior by teaching them how to make responsible decisions. This approach is a good start, but it is insufficient in isolation. No matter how well a student is educated to make a responsible decision, if the environment around him/her includes easy access to alcohol and few consequences to drinking alcohol, then how can we hope to have students

make good decisions about alcohol? "College officials cannot expect students to say 'no' to binge drinking and other drugs use when their environment tells them 'yes'" (Environmental Management, Higher Education Center for Alcohol and Other Drug Prevention, 1998).

Addressing environmental influences on student alcohol-related behavior is no quick fix, and as a long-term strategy it demands permanent infrastructure to be effective. Environmental strategies demand that prevention efforts move beyond the campus into the broader community. By working with local bar and restaurant owners, colleges can work to curb alcohol availability and access to students who are underage or intoxicated.

The city environment plays a role in binge drinking. According to Taking up Binge Drinking in College: The Influences of Person, Social Group, and Environment, a study by the Harvard School of Public Health, college students "who reported that they were exposed to wet environments were more likely to engage in binge drinking than were their peers without similar exposures" (CAS, 2003). In this case, a "wet" environment refers to any place where drinking is an accepted part of the culture and alcohol prices are low.

The Higher Education Center wrote in their 1997 bulletin entitled Binge Drinking on Campus: Results of a National Study, "The best on-campus policies cannot succeed if off-campus retail outlets continue to serve alcohol to underage or intoxicated students. Efforts need to be made to reach out to local officials to invite their participation in developing a comprehensive and community-wide approach to this problem."

Decreasing the number of underage drinkers and intoxicated individuals being served alcohol is crucial in making our communities safer. Serving alcohol safely benefits each member of the community and should be of mutual interest to all. Customers benefit from being patrons of a safer environment because it enhances a positive social outing. Bar and restaurant owners benefit by decreasing their liability and improving their business by creating a social climate that attracts customers. Colleges and universities benefit by helping to protect the safety and well-being of their students. Communities benefit from reducing alcohol-related problems.

One of the most important ways to create and enhance safe environments is to train the servers and sellers of alcohol on how to serve it in a safe, responsible and legal manner. Considerable research demonstrates that a well-implemented, responsible beverage service program can be effective in reducing the sale of alcohol to intoxicated persons and in preventing impaired driving (Pacific Institute for Research and Evaluation, 1999).

While impaired driving is the nation's most frequently committed violent crime (MADD, 1996), it is not the only issue affecting the safety of our roadways. In addition to drinking and driving issues, distracted driving, such as talking on cellular phones, personal grooming, or reaching for items in the vehicle can lead to traffic crashes, many of which have increasingly higher rates of tragic and fatal outcomes. According to the National Highway Traffic Safety Administration, 20% of injury crashes in 2009 involved reports of distracted driving.

According to Donna Glassbrenner with NHTSA research, wireless or cellular phones are the most common potentially distracting devices owned by drivers, and driver cell phone use has been increasing in recent years. In 2005, cell phone use increased by 2% among both female drivers (6% in 2004 to 8% in 2005), and drivers ages 16-24 (8% in 2004 to 10% in 2005) (Glassbrenner, 2005).

In the findings of the 2002 National Survey of Distracted and Drowsy Driving Attitudes and Behaviors, cell phone and other distracters use can increase a driver's probability of crash involvement. Drivers under age 30 are more likely to have been involved in such a crash, with .3% of all drivers this age having been in a crash they attribute to wireless phone use. According to the Harvard Center of Risk Analysis, cell phone use contributes to an estimated 6 percent of all crashes, which equates to 636,000 crashes, 330,000 injuries, 12,000 serious injuries and 2,600 deaths each year.

Unfortunately, youth drivers make up a disproportionately large number of the drivers in distracted driving crashes. Approximately 985,000 drivers under age 21 were involved in a distracted-driving crash. This is 13% of all drivers involved in a crash, yet youth drivers make up just 6% of the driving population. (National Survey of Distracted and Drowsy Driving Attitudes and Behaviors, 2002). Similarly, Fatality Analysis Reporting System (FARS) and the National Automotive Sampling show that the under-20 age group had the highest proportion of distracted drivers involved in fatal crashes (16%). The age group with the next greatest proportion of distracted drivers was the 20- to-29-year-old age group - 13% of all 20-to-29-year-old drivers in fatal crashes were reported to have been distracted (www.distraction.gov). Comparing this information with the NHTSA's research indicating increases in young driver cell phone use, we fear these statistics will only get worse.

The Missouri Traffic Safety Compendium lists seat-belt usage by drivers and passengers as one of the best ways to prevent death and personal injury. A driver in a Missouri 2009 traffic crash had a 1 in 2 chance of being injured and a 1 in 30 chance of being killed if they were not wearing their seatbelt. According to the 2009 compendium, approximately 6.1% of college-age students (15-25 years) who were involved in traffic crashes were not wearing their seatbelts. In addition, 34.1% of those

drivers involved in Missouri traffic crashes who were intoxicated (drinking alcohol) were not wearing their seat belts.

Clearly, the issues of distracted driving, driving while intoxicated, and seat belt use are significant issues for the college students of Missouri. Partners in Prevention, through its network of 20 state colleges and universities, would like to continue to address these issues in order to assist in creating safer roads for all Missourians through the development of a training program, educational campaigns, and a statewide social norming print media campaign.

GOALS AND OBJECTIVES:

GOAL 1: SMART
Continue implementation of an online Responsible Beverage Server Training program called SMART (State of Missouri Alcohol Responsibility Training) that will help increase the skills, knowledge, and awareness of individuals engaged in the sale and/or service of alcohol in the bars, restaurants and liquor stores in Missouri, thus reducing alcohol-related problems occurring at the point of sale. Targeting owners, managers, and employees at all liquor license holding establishments in the state of Missouri as potential participants in the SMART program.

Outcomes
1. Decrease illegal alcohol sales to minors in bars, restaurants and liquor stores in Missouri
2. Increase the number of alcohol servers and sellers that have successfully passed the server training program
3. Decrease the number of people being over-served alcohol in bars, restaurants and liquor stores in Missouri
4. Decrease the harms associated with the abuse of alcohol in Missouri

Objective 1
Assist sellers and servers of alcoholic beverages in reducing alcohol related problems in their bars, restaurants and liquor stores

Strategies
1.   Increase the servers/sellers knowledge and awareness of state and local alcohol laws and polices
2.   Increase the servers/sellers knowledge and awareness of the management policies and procedures
3.   Increase the incidences and effectiveness of servers/sellers who check the ID of individuals who look to be of questionable age and do not sell or serve alcohol to minors
4.   Increase the awareness and understanding of servers and sellers as to the consequences of serving alcohol to an intoxicated customer and thus influencing them to refuse service to that customer

Objective 2
To provide an affordable, time efficient, effective and easily accessible server training program for all servers and sellers of alcoholic beverages in Missouri

Strategies
1.   Provide an interactive online training with videos, self-checks, and self assessment
2.   Provide an ability to easily access this training through the internet 24 hours per day, 7 days per week
3.   Provide this training free of charge to the server and for the bar/restaurant/liquor store owner
4.   Provide feedback upon completion of the SMART program to the trainee, the establishment owner, the Missouri Division of Alcohol and Tobacco Control, and local law enforcement

Objective 3
To provide a collaborative relationship between the Division of Alcohol and Tobacco Control, Missouri's Partners In Prevention, Missouri Partners In Environmental Change, MoDOT's Division of Highway Safety, the University of Missouri-Columbia's Wellness Resource Center, Columbia Police Department, University of Missouri-Columbia Police Department, the Missouri Beer Wholesalers Association and the bar, restaurant, and off-premise liquor establishment owners in Missouri.

Objective 4
To market the availability of the program to include every bar, restaurant and liquor store in the state

Strategies
1.   Continue to work with Missouri's Partners In Prevention (PIP) to ensure effective communications with the bar and restaurant communities in each of the twenty communities within PIP.
2.   Regularly attain updated database of liquor license numbers from the Missouri Division of Alcohol and Tobacco Control and update SMART database to include any new establishments and remove those who have closed.
3.   Continue to work with entities and organizations that work closely with eligible establishments such as Alcohol and Tobacco Control, local coalitions, Missouri Petroleum Marketers & Convenience Store Association (MPCA), Missouri Beer Wholesalers Association, local police departments, county clerks, etc. in an effort to better market the SMART program.

GOAL 2: CHEERS
Continue successful implementation of the CHEERS to the Designated Driver program, whose purpose and mission is to

decrease the number of Missouri citizens who drink and drive and to coordinate community-wide designated driver programs throughout Missouri. Targeting state universities and colleges as well as community groups as distribution points for program development.

Outcomes
1.   Achieve a designated driver rate of 90% by April 2012
2.   Increase the awareness of Project CHEERS on 7 new PIP campuses 5% by April 2012
3.   Increase the number of businesses that are a part of Project CHEERS by 25 before April 2012

Objective 1
Distribute materials to chapters on how to create and maintain a designated driver program

Objective 2
Provide each campus with educational materials for use in presentations and resource fairs to encourage students to use a designated driver and to define what it means to be a designated driver

Objective 3
Work with the Partners in Prevention (PIP) coalition on a state-wide impaired driving social-norming media campaign

Objective 4
Contact each of the state public institutions of higher education and many of the private colleges to encourage them to enhance their already existing CHEERS program or to start a new CHEERS program.

Strategies
1. Continue monthly contact with each chapter
2. Create a reward/recognition system to encourage participation

Objective 5
Continue to develop promotions for holidays and special events such as Collegiate Alcohol Awareness Week (October), Safe Spring Break (March), Freshman Orientation (Summer), and Project CHEERS Birthday Party (April)

Strategies
1. Create customized posters and business cards listing local CHEERS establishments for each chapter
2. Distribute programming packets to each chapter with information and marketing ideas as well as documents to help recruit establishments and popularize the program among students

Objective 6
Continue to develop Project CHEERS promotional and educational items to be used by participating establishments and campuses

Strategies
1. Create and distribute promotional items for use by the participating establishments to increase visibility and encourage the use of CHEERS
2. Create and distribute items that reward establishments for participating in the CHEERS program
3. Provide a training for CHEERS chapters
4. Provide a brochure to distribute at participating establishments to increase knowledge of program to servers

Objective 7
Continue to work with and through the Partners In Environmental Change coalition in an effort to collaborate closely with law enforcement groups and local coalitions in each of the 20 campus communities to enforce laws and promote the message to use a designated driver whenever alcohol is being consumed

Objective 8
Serve as a resource to the local chapters on the creation, planning, and implementation of their prevention efforts

Objective 9
Improve the web site for chapter contacts, students and community members to visit that can provide information, statistics on drinking and driving and links to useful local and national information

Objective 10
Continue to market CHEERS with Missouri's state wide server training program, SMART. Both of these programs can be used to increase participation in the other. Establishments that implement CHEERS can be sent information on server training and establishments that use server training can be recruited to utilize CHEERS.

Objective 11
Build closer working relationships with non-college entities

Strategies
1. Work with Alcohol and Tobacco Control and local law enforcement (via PIEC) to determine communities that would benefit most from a CHEERS chapter
2. Work with the Mid-Missouri chapter of Mothers Against Drunk Driving (MADD) to create community awareness about drunk driving

Objective 12
Continue to utilize the Partners In Prevention (PIP) effort to increase communications with the campuses

Strategies
1. Participate in the monthly PIP meetings
2. Utilize the PIP list serve, newsletter and web page for promoting CHEERS
3. Participate in trainings and conferences

Objective 13
Continue to utilize local campus/community coalitions to gain support for the CHEERS program

Strategies
1. Actively seek the establishment of Project CHEERS chapters through campus/community coalitions
2. Communicate with existing coalitions the importance of their participation and continued support

GOAL 3: DRIVE SAFE. DRIVE SMART
Successfully implement the Missouri Partners in Prevention Drive Safe. Drive Smart. program by educating Missouri college students about distracted, aggressive, drowsy, and impaired driving, speeding, and seat belt use. Targeting includes prevention professionals, students, and community coalition members at each of the twenty institutions involved in the Partners in Prevention statewide coalition.

Outcomes
1. An increase in the number of campus/community coalitions throughout the state that are addressing impaired driving and safety (drinking and driving, distracted driving, and seatbelt use) as a primary issue
2. An increase in the skill level of those students and professionals who participate in training opportunities
3. A decrease in the number of traffic fatalities involving alcohol in each of the communities surrounding the twenty member campuses
4. A decrease in the number of students driving while intoxicated
5. An increase in the accuracy of students' perception of their peer's drinking and driving and other traffic safety behaviors

Objective 1
To use the established communication network among the public institutions of higher education in Missouri and the Missouri state agencies to create effective strategies for addressing the issues of drinking and driving, distracted driving, and seatbelt use

Strategies
1. Use monthly meetings/workshops of professionals and students from each participating institution and state agencies to discuss relevant prevention issues related to drinking and driving, distracted driving, and seatbelt use
2. Use the Partners in Prevention web site and list serve for on-going communications of coalition members
3. Include drinking and driving and distracted driving prevention education in "Journeys", the quarterly newsletter of Partners in Prevention as well as information about seat belt safety and other traffic safety issues
4. Support the state conference in the spring of each year through funding for educational workshops and keynote speakers for college professionals and student peer educators

Objective 2
To provide on-going training opportunities for professionals and students that address effective environmental management strategies for:
• Decreasing the abuse of alcohol and other drugs on campus and in the community
• Preventing drinking and driving and distracted driving
• Increasing seatbelt use

Strategies
1. Sustain monthly meetings/workshops for professionals and students from each participating institution and state agency to

discuss and receive strategy-focused trainings about relevant prevention issues such as alcohol availability, alternative alcohol free programming, existence of mixed messages, policy review, traffic safety and social norming

2. Continue collaboration with the National Highway Traffic Safety Administration to receive media training
3. Work to create a peer education group at the University of Missouri which would, among other things, develop peer programs, help put on events, and encourage their peer group (other college students) to engage in safe driving behaviors. They could also serve as a model to start peer groups on other campuses as well.

Objective 3
To facilitate an evaluation effort that includes needs assessments, establishment of baseline data of students' usage patterns and measuring the effectiveness of policy changes and program implementation over the grant period

Strategies
1. Provide the Missouri College Student Health Behavior Survey for each participating campus in order to continually collect baseline data statewide and pre and post testing
2. Provide the Environmental Assessment Instrument created by the US Department of Education for each campus to assess their campus and city environment
3. Provide technical assistance on the evaluation efforts through site visits to each campus as requested

Objective 4
To provide resources that the campuses can access in order to create on-going, creative and effective prevention efforts

Strategies
1. Facilitate idea sharing and collaborative programming possibilities at the monthly meetings
2. Use the Partners in Prevention web site and a list serve to enhance on-going collaborative programming possibilities related to drinking and driving, impaired driving, and seatbelt use
3. Continue to collect baseline data on students at all participating Missouri colleges and universities regarding drinking and driving, distracted driving, and seatbelt use
4. Create resources and other training materials on impaired driving for each of the nineteen member institutions such as posters and brochures on drinking and driving, distracted driving, and seatbelt use
5. Enhance and expand a statewide education and media campaign called "Drive Safe. Drive Smart."
6. Enhance and expand a statewide social norming campaign for college students on distracted driving and seatbelt use, based on data from the Spring 2010 Missouri College Student Health Behavior Survey.

Objective 5
To provide resources to campus and community law enforcement agencies to enforce laws and/or provide education to drivers regarding safe driving behaviors

Strategies
1. Provide some funding and support for safety belt and impaired driving checkpoint operations on Missouri's twenty college campuses and in their surrounding communities
2. Publish a brochure about safe driving behaviors and other materials for law enforcement to distribute to students and community persons during the safety checkpoint operations
3. Implement the 6th Annual Missouri Colleges Battle of the Belts program

GOAL 4: LAW ENFORCEMENT TRAINING
Provide Missouri law enforcement officers with the proper training and funding necessary in order to successfully implement effective DWI operations in and around Partners in Prevention campuses. Targeting includes law enforcement officers at each of the twenty institution campuses and communities in the Partners in Prevention statewide coalition.

Outcomes
1. An increase in the number of campus/community law enforcement agencies throughout the state that are addressing impaired driving as a primary issue
2. An increase in the skill level of those professionals who participate in training opportunities
3. An increase in DWI arrests in and around the Partners in Prevention campuses
4. A decrease in the number of traffic fatalities involving alcohol in each of the communities surrounding the twenty member campuses
5. A decrease in the number of students driving while intoxicated in the Partners in Prevention communities.

Objective 1
To provide resources to campus and community law enforcement agencies to enforce DWI laws in campus communities

Strategies
1. To provide scholarships to law enforcement officers from 20 Missouri college campuses to attend the annual DWI/Traffic

Safety conference held by Missouri Office of Prosecutor Services (MOPS).
2. To provide two day trainings for law enforcement officers from 20 Missouri college campuses to increase their skills at performing DWI checkpoints and making prosecutable cases.
3. To provide funding for DWI enforcement operations on 20 Missouri college campuses and in their surrounding communities.
4. To provide a portion of the salary of a Partners in Prevention staff member to coordinate these law enforcement training opportunities and enforcement operations.

GOAL 5: START
Successfully implement the Student Alcohol Responsibility Training (START) program by educating Missouri college student organizations on why they should host responsible events and parties, where refusing service to underage and intoxicated individuals is key to reducing impaired driving. Targeting includes student organization members at each of the twenty institutions involved in the Partners in Prevention statewide coalition.

Outcomes
1.   An increase in the number of campuses throughout the state that are addressing impaired driving by focusing on drinking and driving stemming from student parties
2.   An increase in the skill level of students who participate in START
3.   A decrease in the number of traffic fatalities involving alcohol in each of the communities surrounding the twenty member campuses
4.   A decrease in the number of students driving while intoxicated

Objective 1
To provide portions of the SMART training to student organizations on 20 Missouri college campuses, to help decrease drinking and driving from their private parties and events where alcohol is served.

Strategies
1. To provide server space for the Student Alcohol Responsibility Training (START), a free online training on how and why students should not serve underage or intoxicated guests at private parties.
2. To fund conference calls with 20 Missouri campuses on how they can better utilize the START training program among their students.
3. To provide updates to the START program throughout the year

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
·   Programs (number and success of programs held compared to planned programs, evaluations if available)
·   Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
·   Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
·   Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
·   Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
·   The success of this type of activity in general and this particular project specifically;
·   Whether similar activities should be supported in the future; and
·   Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.EVALUATION

Evaluation is imperative for measuring the effectiveness of the preceding programs. Although it is vital to have the assistance of staff and students on the individual campuses to help implement the evaluation, a research assistant is extremely important in coordinating this effort. Most campuses would be unable or unwilling to conduct this research unless they get assistance and consultation from someone with experience in evaluation. The research graduate assistant will help each campus evaluate the effectiveness of the programs in a variety of ways. Funding for twenty hours per week for this

position will allow the research assistant to focus entirely on the evaluation of these programs. The research will confirm and strengthen these programs and enhance recruitment of establishments, colleges and communities. The evaluator will be responsible for coordinating the following:

- Utilize the Missouri College Student Health Behavior Survey to measure seat belt usage, distracted driving, CHEERS awareness, and the number of students who drink and drive, allowing the results to be incorporated into the social norming campaign for each individual campus.
- Encourage the use of focus groups in each community to evaluate the use and effectiveness of the CHEERS program
- Have each campus contact person evaluate the usefulness of the promotional material, educational material, and communications networks provided
- Evaluate the CHEERS and SMART programs state-wide in a three-tier process. Include additional questions pertaining to Project CHEERS to gauge students' knowledge of the program, ask the local police for assistance with incident data and request the participating establishments give feedback through a mail-out survey.
- Evaluate sponsored programs at the annual conference, and at monthly PIP meetings evaluate the effectiveness and usefulness of training on drinking and driving, distracted driving, and seatbelt use.
- Request information on the number of customers using CHEERS at an establishment or the number of students given promotional items at a campus on every order form
- Collect and compare information from the 2009 and 2010 Missouri Traffic Safety Compendiums (once published) to compare crash rates, causes, and seatbelt usage among young drivers

SMART
The evaluation specific to SMART will be done in three ways:
1. Use: SMART usage in the 2011-2012 funding year will experience the following growth:
-   At least 10% increase in the number of by the drink establishments enrolled
-   At least 10% increase in the number of liquor retail outlets enrolled

2. Server reaction: The Truman School of Public Affairs at the University of Missouri Columbia has been evaluating the effects of the SMART program on server opinion and behaviors since December 1, 2004. This has been done by an online survey that precedes the SMART training and a post survey is emailed to servers approximately six weeks after they become certified. In the following year, these post tests will show that:
-   At least 85% of servers felt SMART helped them avoid serving minors
-   At least 85% of servers felt SMART helped them detect fake identification
-   At least 75% of servers will agree or strongly agree SMART had a positive impact on their ability to be an informed server

The survey was recently restructured to improve the amount of useful data collected, and incentives are given to participants to improve participation. These include monthly giveaways for a randomly selected employee who has completed the pre and post tests.

3. Effect on DWI crash rates: The ultimate goal of the SMART program is to lower DWI crash rates on Missouri roads. In the following year, it will be shown that there will be a correlation between the percentage increase of SMART enrolled bars and SMART certified servers in a community and a percentage decrease in DWI crash rates from the previous year.

DRIVE SAFE. DRIVE SMART.
The Missouri Safety Center will again be contracted to conduct a uniform safety belt check on each campus. Because of the addition of seven new schools to PIP, in an effort to save money and increase convenience for each participating campuses, Battle of the Belts will include only one safety belt survey at the end of the academic year (as opposed to two safety belt checks per campus at the beginning of the year). After the surveys, the Missouri Safety Center will compile a report of the data they collected.

Note: Evaluation data from 2010 is attached.

Pertinent information on the MCHBS is appendix A and B

SMART evaluation data is appendix C

Drive Safe. Drive Smart./Battle of the Belts survey data is unavailable at this point in time due to a restructuring of how the seatbelt survey was conducted in 2010/2011. The statewide survey is underway now.

RESULTS:

SMART
-   Meetings with the IT professionals on the University of Missouri campus on the logistics and cost associated with hosting the SMART program on the MU computer servers, and slowly moving away from the use of the University of Nebraska-Lincoln. This could potentially save thousands of dollars on this grant over time.

· Discussions have been continued with Columbia city officials to propose an ordinance to make server training programs, including SMART, required for alcohol service. A final draft has been completed. Public hearings and presentation to the city council will happen in the near future (a task of Columbia's City Substance Abuse Advisory Council).

· Worked with the St. Louis Fair to get all volunteer groups participating to be completely certified by the SMART program.

· Recruited heavily in the Columbia area for both CHEERS and SMART participation

· Presented at Columbia's annual bar owners meeting and worked with bars and restaurants on continuing to implement the SMART and CHEERS programs.

· Presented at a public hearing on the proposed ordinance suggesting mandatory server training in Columbia, MO.

· Continued work with the City Substance Abuse Advisory Council on the logistics of making server training (with a heavy reliance on SMART) mandatory in the city of Columbia.

· Hosted a law enforcement training on conducting sobriety checkpoints and bar walk-throughs with attendees from around the state.

CHEERS

· The designated driver poster campaign includes two posters. One educates students about the program and the other defines a designated driver. These have been distributed to establishments all across the state this quarter. Approximately 300 posters were distributed to establishments this quarter.

· CHEERS information cards (with participating establishment list and social norming and designated driver use) were printed for University of Missouri and St. Louis University

· Disseminated CHEERS materials at events at campuses statewide for Alcohol Responsibility Month in October.

· Sponsored University of Missouri's 12-hour walk for alcohol responsibility (approximately 1000 in attendance).

· Tabled at University of Missouri's Alcohol Responsibility Month resource fair where we informed people about the program, encouraged them to use it, and handed out CHEERS wallet cards to over 800 students.

· Filled and delivered orders for many of the CHEERS establishments across the state.

· Sent out reminder letter in October to all participating establishments in Columbia. This serves as both a reminder about the program, request for orders, and a way to promote the SMART program. Encouraged all other chapters to do this as well.

· Sent out mailings to several CHEERS chapters as requested across the state.

· Developed and distributed new CHEERS handbills for both students and employees at CHEERS establishments

· Began utilizing social media to further promote the messages of using a designated driver

· Distributed 200 posters on drinking and driving to various PIP campuses, and another 30 to establishments throughout the state.

· Printed and disseminated CHEERS informational wallet cards for St. Louis University

· Tabled at Safe Spring Break fair with over 800 in attendance

· Encouraged CHEERS chapters across the state to use CHEERS promotional items to market the program at their spring break events as well.

· Filled and delivered orders for many of the CHEERS establishments across the state.

· Sent out reminder letter in January to all participating establishments in Columbia. This serves as both a reminder about the program, request for orders, and a way to promote the SMART program. Encouraged all other chapters to do this as well.

· Sent out mailings to several CHEERS chapters as requested across the state.

· Continued utilizing social media to further promote the messages of using a designated driver

· Distributed 100 posters on drinking and driving to various PIP campuses, and another 50 to establishments throughout the state.

· CHEERS information cards (with participating establishment list and social norming and designated driver use) were printed for the University of Missouri and Missouri Southern State University.

· Celebrated CHEERS' 26th birthday with two days of tabling, handing out information and promotional items to hundreds of students on MU's campus

· Judged the MU Greek Life "Wellness Cup" awards, given to the chapter on campus that most exemplifies responsibility and education of their members.

· Tabled at Meeting of the Minds where we informed people about the program, encouraged them to use it, and handed out CHEERS promotional items to over 350 students and prevention professionals.

· Handed out CHEERS wallet cards to every incoming MU student who attended summer orientation (over 7000).

· Filled and delivered orders for many of the CHEERS establishments across the state.

· Sent out reminder letter in April to all participating establishments in Columbia. This serves as both a reminder about the program, request for orders, and a way to promote the SMART program. Encouraged all other chapters to do this as well.

· Sent out mailings to several CHEERS chapters as requested across the state.

· Continued utilizing social media to further promote the messages of using a designated driver.

· Disseminated CHEERS materials at tabling events for UMC's Summer Orientation. We view this as especially impacting, as approximately 7,000 incoming students come to campus knowing that using a designated driver is the norm.

· Tabled at the University of Missouri's Fall Welcome Resource Fair where we informed people about the program,

encouraged them to use it, and handed out CHEERS wallet cards to approximately 1700 students.
·   Distributed information about what it means to be/use a designated driver and what businesses in the area are CHEERS establishments.
·   Printed new CHEERS cards for the Missouri S&T and SLU.
·   Handed out CHEERS information at our Community Welcome event as students were welcomed back to Columbia for another school year.
·   Worked with Northwest Missouri State, Lincoln University & the University of Missouri to conduct DWI saturation efforts in their communities in August.

Drive Safe. Drive Smart.
·   Hung posters around campus and in the residence halls
·   Golf cart tabling - using the Wellness Resource Center's golf cart as a mobile tabling device. Showed to be extremely effective in reaching a large number of students in a variety of spots throughout campus. Was much more effective than a traditional tabling event.
·   Table at Alcohol Responsibility Month Resource Fair emphasizing seatbelt use and not drinking and driving.
·   Spoke to a sorority on campus about safe driving
·   Began meeting with others dealing with traffic safety in the community for increased collaboration and a further reach to our audience. Hopefully more will develop next quarter.
·   Coordinated speaker for Meeting of the Minds, taking place in April 2012. We will again be bringing in Carolyn Cornelison, who has been particularly popular with our students in the past, and has a great message on responsible decision making based on her past experience with alcohol abuse and DWIs.
·   Tabled around holiday breaks to encourage students to drive safely while getting to their winter break destinations.
·   Began developing a wider range of resources for the Wellness Resource Center library so that students have more access to information on safe driving and alcohol information.
·   Booked Amanda Umscheid, a safe driving speaker who focuses on texting and driving for Meeting of the Minds.
·   Hanging of posters around campus and in the residence halls
·   Golf cart tabling - using the Wellness Resource Center's golf cart as a mobile tabling device. Showed to be extremely effective in reaching a large number of students in a variety of spots throughout campus.
·   Table at Safe Spring Break Resource Fair emphasizing seatbelt use, distracted driving and not drinking and driving.
·   Tabled around spring break to encourage students to drive safely while getting to their spring break destinations, and encouraged other campuses to do the same.
·   Continued contact with our second speaker for Meeting of the Minds, Amanda Umscheid, a safe driving speaker who focuses on texting and driving.
·   Golf cart tabling - using the Wellness Resource Center's golf cart as a mobile tabling device. Showed to be extremely effective in reaching a large number of students in a variety of spots throughout campus. Was much more effective than a traditional tabling event.
·   Brought two great speakers to Meeting of the Minds - Carolyn Cornelison who spoke about responsible decision making based on her past experience with alcohol abuse and DWIs; and Amanda Umscheid who spoke to a group of students and professionals about the dangers of text messaging and driving.
·   Tabled around the end of the semester to encourage students to drive safely over the summer, and encouraged other campuses to do the same.
·   Tabled at the University of Missouri's Fall Welcome Resource Fair where we talked about a variety of traffic safety topics, but particularly texting while driving, to approximately 1700 students.
·   Presented to a group of peer educators in September about the importance of driving responsibility.
·   Continued to use PIP as a forum to be in contact with DSDS contacts at the 21 participating institutions.
·   Worked on Facebook content about impaired and distracted driving to post to the WRC's approximately 1800 'fans".
·   Planning for 2013 Meeting of the Minds, upcoming compliance check training, and law enforcement initiatives.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
154 AL / 20.607	$257,441.76	$257,441.76

HS CONTACT:

Carrie Wolken

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1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:	**PROJECT NUMBER:**
DWI Enforcement	12-154-AL-024
PROGRAM AREA:	**JURISDICTION SIZE:**
AL	441,574
TYPE OF JURISDICTION:	**TARGETED POPULATION:**
Urban	Impaired Drivers
AGENCY NAME:	**AGENCY CONTACT:**
Kansas City MO Board of Police Commissioners	Sgt. DeEtta Jacobs

PROJECT DESCRIPTION:

The amount requested for overtime and fringe for this project will provide overtime enforcement for wolf packs to include six enforcement periods dedicated to motorcycles; surveillance; warrant sweep enforcement and drivers license checkpoints. Wolf packs and surveillance will be conducted in the areas listed as the top fatality locations. In addition, focus will be given to special events within the city that are inclined to draw a large number of people where alcohol and drugs are known to be used. Because these events are most often held in areas with ready access to area highways, patrons leaving these events in an impaired state pose a significant risk to highway motorists. Therefore, additional enforcement will be scheduled around some of those special events; similar to those taken during the St. Patrick's DWI enforcement campaign.

A minimum of three (3) officers will be sent to advanced crash school and accident reconstruction school to enhance investigation and reconstruction on vehicular assault, manslaughter and murder cases involving a motor vehicle that will assist in the prosecution of the impaired drivers in these crashes. A minimum of eight (8) officers will be sent to the L.E.T.S.A.C. conference for continued education. Training funds will be used on equivalent training if one of the listed schools is unavailable.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2007-2009 period, 475,013 traffic crashes occurred in the State. Of those, 0.5% resulted in a fatality and 3.4% involved someone being seriously injured. During the same time period, there were 24,445 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 817 people were killed and another 3,670 were seriously injured.

Additionally, in Kansas City during the 2008-2010 period, there were 31 fatal motorcycle crashes, 32 motorcycle fatalities, 498 motorcycle crashes with injuries and 572 motorcyclists that suffered injuries. During this time period, at least 36 of these crashes involved a driver under the influence of intoxicants that was deemed a contributing factor in the crash.

Unlicensed drivers or drivers whose licenses have been suspended or revoked for offenses such as driving while impaired make up a majority of the drivers involved in these crashes.

GOALS AND OBJECTIVES:

Goal:
To decrease fatalities involving drivers with .08 BAC or greater by 2% annually to:
- 298 by 2010
- 292 by 2011
- 286 by 2012
- 280 by 2013

Objectives:
1. Participate in the National Impaired Driving Crackdown campaign
2. Participate in the quarterly impaired driving enforcement campaigns
3. Develop and implement a high visibility DWI enforcement plan involving saturation patrols and/or sobriety checkpoints
Goal 2:

2% decrease in serious injury or fatal motorcycle crashes in the Kansas City area involving alcohol and other drugs in comparison to the previous 3-year total (2008-2010 = 31)

Objectives:

1. Participate in the National Impaired Driving Crackdown Campaign.
2. Participate in the quarterly impaired driving enforcement campaigns.
3. Develop and implement a high visibility DWI enforcement plan involving saturation patrols on the listed primary enforcement locations with an emphasis on motorcycle enforcement to educate riders and reduce crashes.

Goal 3:

2% decrease in serious injury or fatal crashes involving alcohol, drugs and unlicensed drivers.

Objectives:

1. Participate in the National Impaired Driving Crackdown campaign.
2. Participate in the quarterly impaired driving enforcement campaigns.
3. Conduct Drivers License Checkpoints to reduce unlicensed drivers on the roadway who are a significant percentage of the drivers involved in the crashes on the roadways.
4. Educate the public that unlicensed drivers are more likely to drive impaired than a licensed driver and conduct various enforcement activities to reduce multi-offenders from driving without a license and/or impaired.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
5. Attaining the Goals set forth in this contract*
6. Accomplishing the Objectives* established to meet the project Goals, such as:
· Enforcement activities (planned activities compared with actual activities)
· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
7. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

See attached Enforcement Statistics Report.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	$156,866.00	$130,034.81

HS CONTACT:

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1-800-800-2358

Enforcement Statistics

Program:	TRAFFIC ENFORCEMENT APPLICATION	Fiscal Year:	2012
Agency:	Kansas City MO Board of Police Commissioners		
Project:	DWI Enforcement	Project Number:	12-154-AL-024

Enforcement Period Start Date:	10/1/2011	Enforcement Period End Date:	9/30/2012

Enforcement Activity: SUMMARY

DWI Alcohol Arrests:	136	**Warnings**	
DUI Drug Arrests:	2	Warn Following Too Close:	1
Following too Close:	2	Warn Stop Sign:	10
Stop Sign Violation:	39	Warn Signal Light Violation:	14
Signal Light Violation:	66	Warn Fail To Yield:	2
Fail to Yield:	12	Warn C & I Driving:	1
C & I Driving:	39	Warn Speeding:	14
Speeding:	101	Warn Other HMV:	80
Other HMV:	592	**Total HMV Warnings**	**122**
Total HMV	**989**		

Shaded areas are not included in totals.		Warn Seat Belt	96
Seat Belt:	207	Warn Child Restraint:	6
Child Restraint:	19		
MIP Violations:	*3*	*Warn MIP Violations:*	*0*
Open Container:	*2*	*Warn Open Container:*	*0*
Zero Tolerance:	*0*	*Warn Zero Tolerance:*	*0*
Fake ID:	*1*	*Warn Fake ID:*	*0*
Other Liquor Law:	*0*	*Warn Other Liquor Law:*	*0*
Suspended/Revoked Licenses:	180	Warn Suspended/Revoked Licenses:	0
No Operator's License:	184	Warn No Operator's License	0
Uninsured Motorist:	354	Warn Uninsured Motorist:	45
Felony Arrests:	*39*	Warn Other NON-HMV Violations:	113
Drug Arrests:	*19*	**Total NON-HMV (Warnings)**	**260**
Stolen Vehicles Recovered:	*1*	**Total Violations (Warnings)**	**382**
Fugitives Apprehended:	*40*		
Other Non-HMV Violations:	526		
Total Non-HMV	**1,470**		
Total Violations (Citations)	**2,459**		

Thursday, December 06, 2012

Program:	TRAFFIC ENFORCEMENT APPLICATION		Fiscal Year:	2012
Agency:	Kansas City MO Board of Police Commissioners			
Project:	DWI Enforcement		Project Number:	12-154-AL-024

Number of Sobriety Checkpoints: 0

BAC Given: 108   Refused: 33

Field Tested SFST: 239

Drug Influence Evaluation: 1

Blood Draws: 0

DWI Arrests Ages:

16-20	21-29	30-39	40-50	50+
4	76	23	22	6

Number of Vehicle Stops: 4,957

Number of Hours: 2,615

Enforcement Cost: 0.00

Performance

Stops Per Hour: 1.07

Cost Per Citation: 0.00

Cost Per Stop: 0.00

Media Coverage:

| | Radio | X | TV | 9 | News Releases | | Press Conference | | Web Site | | Print Media |

Other:

Location, activity or comments:

Youth Alcohol Only

Party Calls: 0

Disturbances: 3

Compliance checks: 0

Number of Contacts: 0

Full Time Grant-Funded Units

Hours on Enforcement: 0

Hours in Court: 0

Hours in Training: 0

Hours on Leave: 0

Hours in Outreach: 0

Other Hours: 0

Total Hours: 0

Reporting Officer's Name:

Thursday, December 06, 2012

PROJECT TITLE:	**PROJECT NUMBER:**
Alliance Sports Marketing	12-154-AL-088
PROGRAM AREA:	**JURISDICTION SIZE:**
AL	5,700,000
TYPE OF JURISDICTION:	**TARGETED POPULATION:**
Statewide	All Drivers
AGENCY NAME:	**AGENCY CONTACT:**
Traffic and Highway Safety Division	Mr. Matt Freeman

PROJECT DESCRIPTION:

The sponsorship agreement with Alliance Sport Marketing, LLC and the Missouri Department of Transportation will coordinate the sponsorship with fifteen speedways including Callaway Raceway, Federated Auto Parts I-55 Raceway, I-35 Speedway, Lebanon I-44 Speedway, Lucas Oil Speedway, Malden Speedway, Midway Speedway, Monett Speedway, St. Francois County Raceway, Springfield Raceway, Sweet Springs Motorsports, Thunder City Speedway, US 36 Raceway, Valley Speedway, West Plains Motor Speedway. Along with the speedways there will be sponsorships with three baseball teams, which are the Hannibal Cavemen, River City Rascals, and the Springfield Cardinals.

PROBLEM IDENTIFICATION:

Alcohol crashes continue to be problematic for motorist.

GOALS AND OBJECTIVES:

To reduce the number and severity of crashes on Missouri highways.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
·   Programs (number and success of programs held compared to planned programs, evaluations if available)
·   Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
·   Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
·   Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
·   Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
·   The success of this type of activity in general and this particular project specifically;
·   Whether similar activities should be supported in the future; and
·   Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Report attached as a pdf.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	$138,000.00	$138,000.00

HS CONTACT:

Matt Freeman

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358
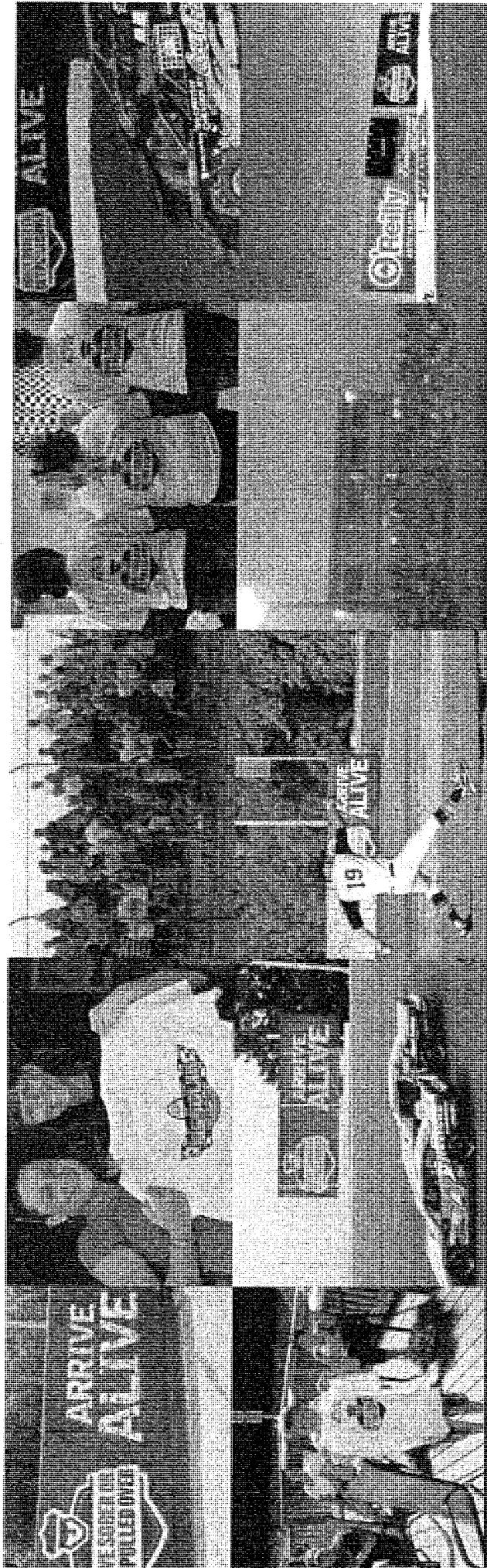
Missouri Department of Transportation

2012 Sports Marketing Campaign Portfolio
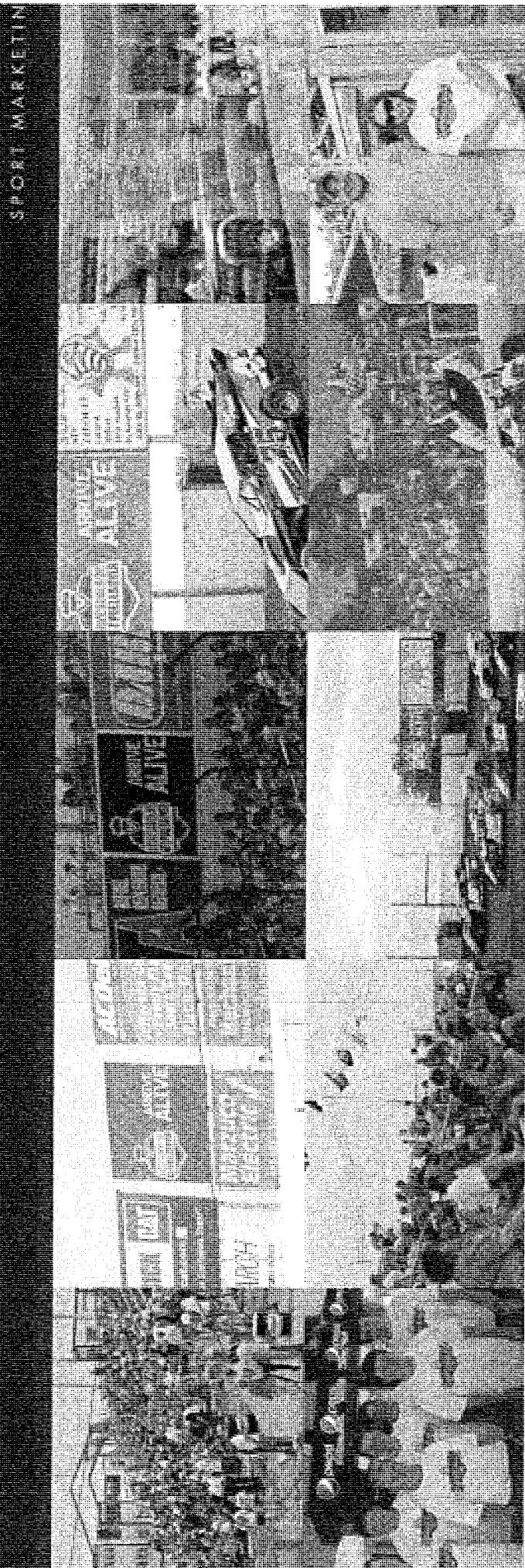
SPORTS MARKETING

Sport Marketing Campaign

ABOUT

Alliance Sport Marketing has partnered with the Missouri Department of Transportation in 2012 to coordinate their Drive Sober or Get Pulled Over/Arrive Alive Campaign through minor league baseball and motorsports venues across the state. In all, 3 baseball and 15 motorsports venues were included in the campaign.

ELEMENTS

In each venue, the following elements were implemented with the Drive Sober or Get Pulled Over message:

Premium Signage
Public Address Announcements
T-Shirt Promotion
Team Schedule Posters

Why Good Marketing?

"Nonprofit or governmental organizations engaging in sponsorship activities have the added advantage of having their participation **stand out** from the clutter of corporate sponsors. By putting a health or social message in a place where its presence is unexpected, the target audience is more likely to notice."
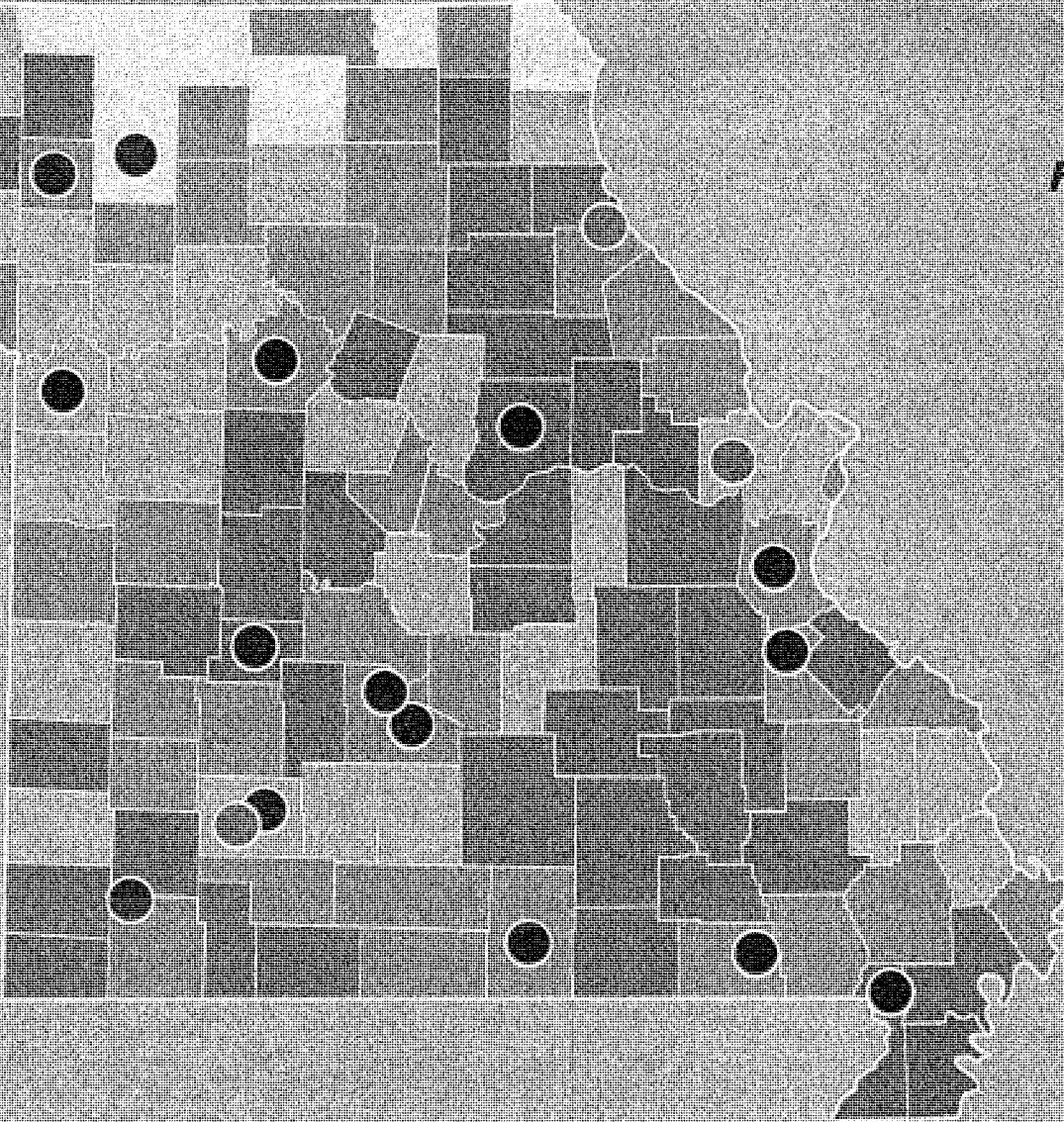
FATALITIES - ALL CRASHES 2010

Individual county fatality rates, per 100,000, compared to counties across the United States.

- Upper Third (23.81+)
- Middle Third (12.5 - 23.81)
- Bottom Third (under 12.5)
- Zero

Statewide Reach

Venues included in the program were located in high risk and rural areas of the state, involving over 469 sports events, reaching almost 900,000 fans, between March - November, 2012. In addition, 45,000 schedule posters were distributed, and over 4,300 T-Shirts were given to fans, that included the safety message, providing long term exposure.

Age

18-34
37%

65+
17%

45-54
26%

35-44
19%

● 18-34   ● 35-44   ● 45-54   ● 65+

Gender

40%

60%
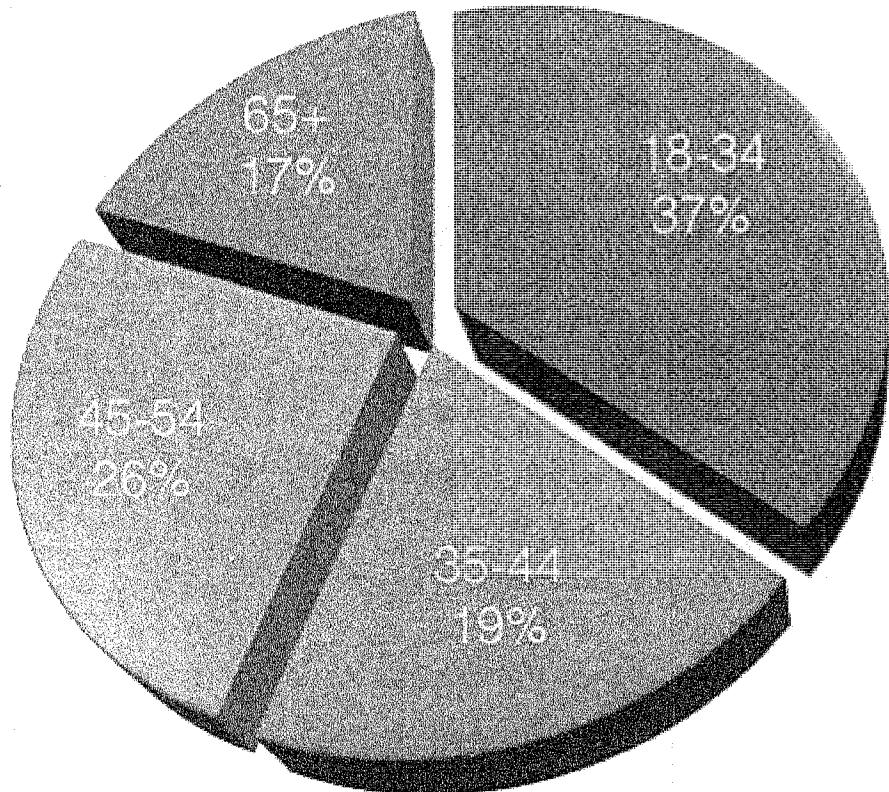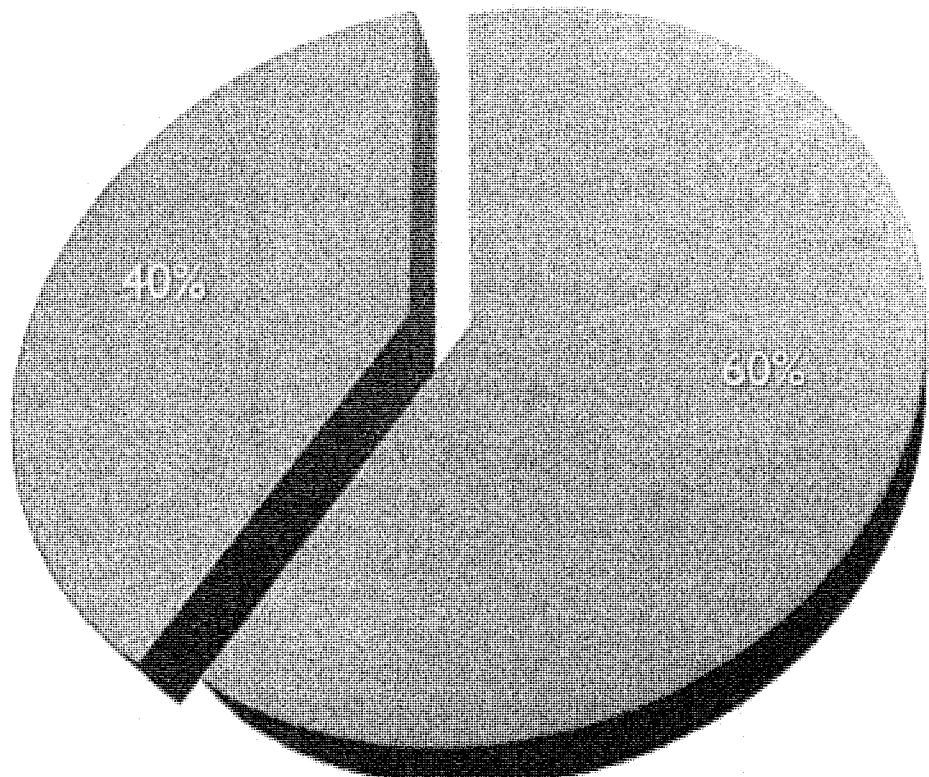
● Male   ● Female

Demographics of a Sports Fan

Motorsports fans are predominately males, between 18-44 in age, a key at-risk demographic designated by the National Highway Traffic Safety Administration.

Sports

Big 12, SEC strike bowl deal

Central soccer makes history

Inside

QUICK HITS

Baseball

Hannibal Cavemen

River City Rascals

Springfield Cardinals

Racing

Lucas Oil Speedway
Malden Speedway
Midway Speedway
Monett Speedway

St. Francois County Speedway
Springfield Raceway
Sweet Springs Motorsports
Thunder City Speedway

US 36 Raceway & Dragway
Valley Speedway
West Plains Motor Speedway

allaway Raceway
55 Raceway
35 Speedway
ebanon I-44 Speedway
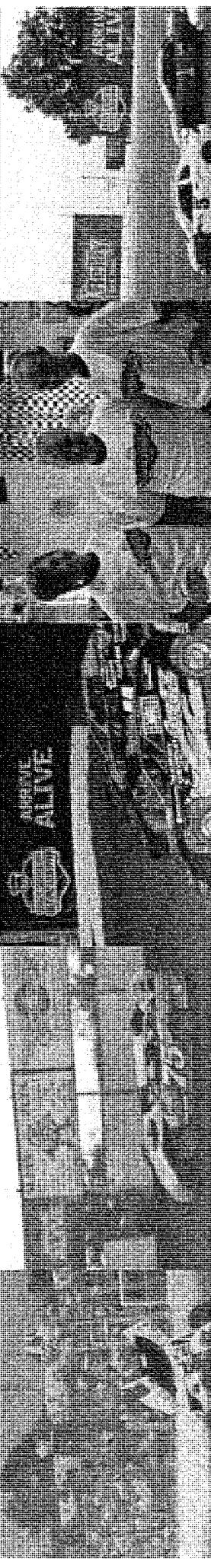
Premium Signage

thin each venue, Alliance Sport Marketing secured the best available signage options. These signs provide extended exposu...
ring each sporting event held in the venue, visible to fans before, during, and after each 3-4 hour event.

ARRIVE ALIVE

DRIVE SOBER OR GET PULLED OVER
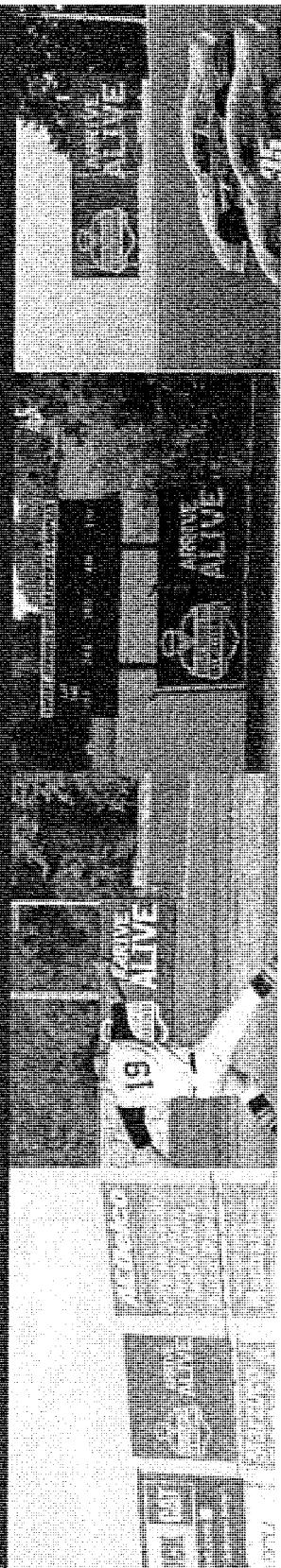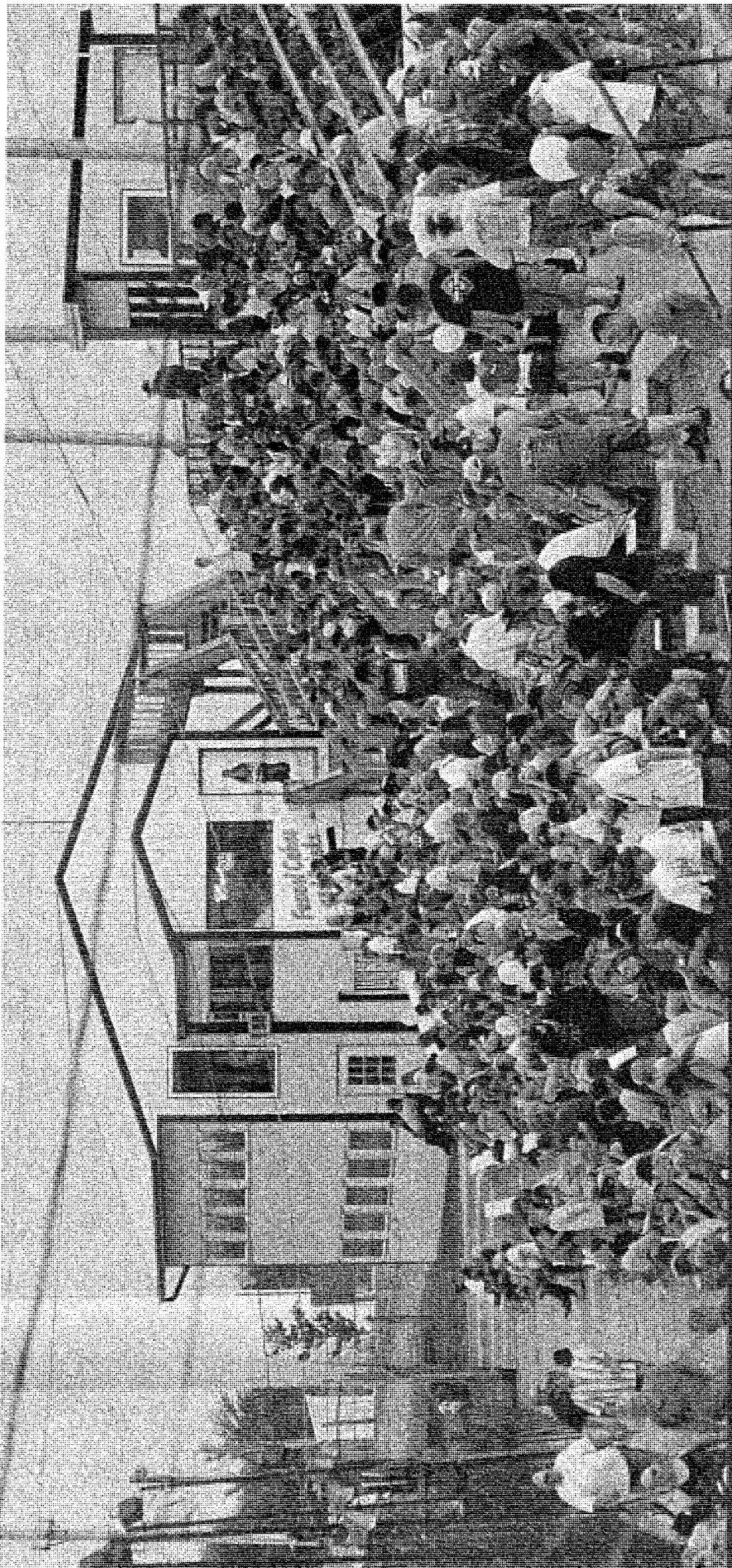
Public Address Announcements

uring each event, nightly public address announcements were to fans in the stands. These announcements were made efore, during, and after the event, during breaks between innings or races. Each venue provided a minimum of three nnouncements during each event.

Clemens Field

T-Shirt Giveaway

-Shirts, featuring the venue logo on the front, and Drive Sober or Get Pulled Over/Arrive Alive message on the back. T-Shirts were randomly distributed to fans during each event, and even given to a few, highly visible employees to wear and display. ach venue was provided 244 T-Shirts to distribute. These T-Shirts turned fans into walking billboards, extending the messag oth in and away from the venue.
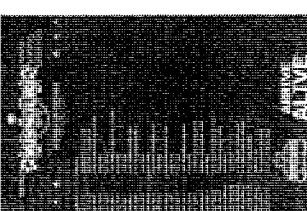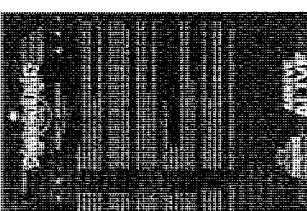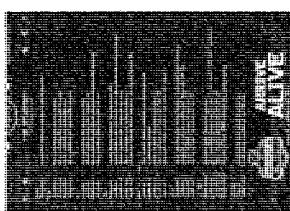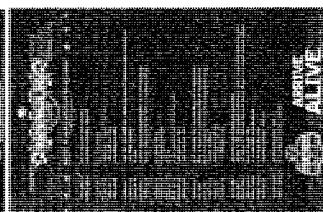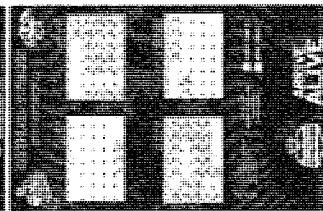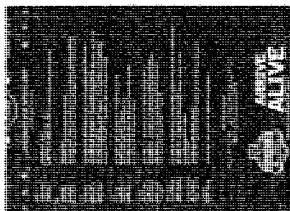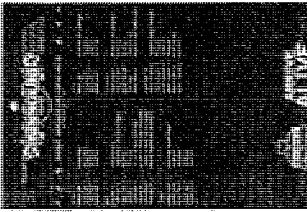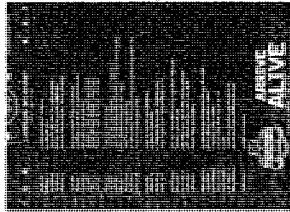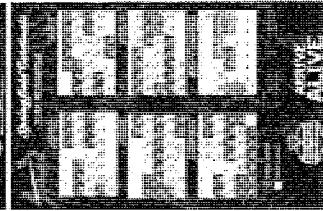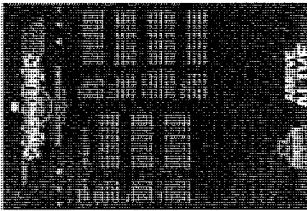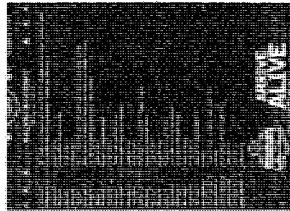
Schedule Posters

Schedule posters for each facility were produced and distributed throughout the community. Each facility was provided 2,500 posters, which were placed in high traffic areas, such as gas stations, restaurants, auto parts stores, and other community areas. Schedule posters remain visible throughout the season, providing exposure for several months.

PROJECT TITLE:

Jackson Co. Traffic Safety Unit

PROGRAM AREA:

AL

TYPE OF JURISDICTION:

Urban

AGENCY NAME:

Jackson County Sheriff's Office

PROJECT NUMBER:

12-154-AL-020

JURISDICTION SIZE:

654,986

TARGETED POPULATION:

All Drivers

AGENCY CONTACT:

Ms. Beverly Smith

PROJECT DESCRIPTION:

Project Description information will be captured in the supplemental section.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2007-2009 period, 475,013 traffic crashes occurred in the State. Of those, 0.5% resulted in a fatality and 3.4% involved someone being seriously injured. During the same time period, there were 24,445 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 817 people were killed and another 3,670 were seriously injured.

GOALS AND OBJECTIVES:

Goal:
To decrease fatalities involving drivers with .08 BAC or greater by 2% annually to:
- 298 by 2010
- 292 by 2011
- 286 by 2012
- 280 by 2013

Objectives:
1. Participate in the National Impaired Driving Crackdown campaign
2. Participate in the quarterly impaired driving enforcement campaigns
3. Develop and implement a high visibility DWI enforcement plan involving saturation patrols and/or sobriety checkpoints
1. Targeted population - All drivers.
2. Enforcement locations - All Interstates, U.S. and State Highways, Municipal Streets and County Roads within Jackson County.
3. Number of Officers assigned to each enforcement period - The Traffic Unit consists of four Deputies and one Sgt.
4. Time of enforcement periods - 6am-4pm and 6pm-4am.
5. Duration of each enforcement period - The Traffic Unit is scheduled for ten hour shifts, four days a week.
6. Days of week selected for enforcement periods - Monday-Thursday and Wednesday-Saturday.
7. Months (or special event) selected for enforcement periods - Varies based on specific projects.
8. Equipment, promotional, or supply items requested for this project - None requested.
9. Additional project description narrative:
   The Jackson County Sheriff's Office developed a Traffic Unit in 2008 through grant assistance which provided the salary for four (4) Deputies and one (1) Sergeant. This grant allows the Unit to continue to carry out projects including:
   a. DWI Patrols - using resources of and participating with the Jackson County Traffic Safety Task Force, as well as their fulltime monitoring of Impaired Drivers.
   b. Sobriety Checkpoints - participating with other Jackson County agencies in their own communities/cities through mutual agreement through the Jackson County Traffic Safety Task Force.
   c. Occupant Protection - target areas throughout Jackson County where survey information provided by MoDOT shows low seat belt usage, by setting up Driver's License Checkpoints and increased enforcement on those streets and roadways.
   d. Educational Projects - Deputies assigned to the Traffic Unit will make presentations to the Junior Deputy Program at school, citizen Police Academies, Neighborhood Watch, private corporations, Public Service, etc. The Deputies will be

responsible for organization and preparation.

     e. Traffic Unit - The Unit will spend time on traffic enforcement at high accident locations on various Jackson county roads and other projects deemed relevant by the Sergeant based on data provided by STARS on line reporting system and MoDOT .

     f. Vehicles - Depending on the type of enforcement, the Unit may operate in marked patrol vehicles or marked motorcycles (if certified to operate motorcycle).

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
5. Attaining the Goals set forth in this contract*
6. Accomplishing the Objectives* established to meet the project Goals, such as:
· Enforcement activities (planned activities compared with actual activities)
· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
7. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

See Attachments section for Annual Report.

Also, see attached Enforcement Statistics Report.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	$181,563.33	$148,489.72

HS CONTACT:

Chris Luebbert

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

Enforcement Statistics

Program:	TRAFFIC ENFORCEMENT APPLICATION	Fiscal Year:	2012
Agency:	Jackson County Sheriff's Office		
Project:	Jackson Co. Traffic Safety Unit	Project Number:	12-154-AL-020

Enforcement Period Start Date:	10/1/2011	Enforcement Period End Date:	9/30/2012

Enforcement Activity: SUMMARY

DWI Alcohol Arrests:	126	**Warnings**	
DUI Drug Arrests:	3	Warn Following Too Close:	12
Following too Close:	8	Warn Stop Sign:	26
Stop Sign Violation:	10	Warn Signal Light Violation:	17
Signal Light Violation:	34	Warn Fail To Yield:	19
Fail to Yield:	16	Warn C & I Driving:	25
C & I Driving:	44	Warn Speeding:	629
Speeding:	1,106	Warn Other HMV:	276
Other HMV:	178	**Total HMV Warnings**	**1,004**
Total HMV	**1,525**		

Shaded areas are not included in totals.		Warn Seat Belt	45
Seat Belt:	41	Warn Child Restraint:	5
Child Restraint:	21		
MIP Violations:	*2*	*Warn MIP Violations:*	*0*
Open Container:	*0*	*Warn Open Container:*	*0*
Zero Tolerance:	*1*	*Warn Zero Tolerance:*	*0*
Fake ID:	*0*	*Warn Fake ID:*	*0*
Other Liquor Law:	*0*	*Warn Other Liquor Law:*	*0*
Suspended/Revoked Licenses:	337	Warn Suspended/Revoked Licenses:	0
No Operator's License:	215	Warn No Operator's License	62
Uninsured Motorist:	739	Warn Uninsured Motorist:	265
Felony Arrests:	*2*	Warn Other NON-HMV Violations:	841
Drug Arrests:	*26*	**Total NON-HMV (Warnings)**	**1,218**
Stolen Vehicles Recovered:	*0*	**Total Violations (Warnings)**	**2,222**
Fugitives Apprehended:	*0*		
Other Non-HMV Violations:	1,494		
Total Non-HMV	**2,847**		
Total Violations (Citations)	**4,372**		

Wednesday, December 05, 2012

Program:	TRAFFIC ENFORCEMENT APPLICATION	Fiscal Year:	2012
Agency:	Jackson County Sheriff's Office		
Project:	Jackson Co. Traffic Safety Unit	Project Number:	12-154-AL-020

Number of Sobriety Checkpoints: 6

BAC Given: 64   Refused: 66

Field Tested SFST: 109

Drug Influence Evaluation: 0

Blood Draws: 2

DWI Arrests Ages:

16-20	21-29	30-39	40-50	50+
4	53	32	23	17

Number of Vehicle Stops: 4,173

Number of Hours: 8,260

Enforcement Cost: 148,489.72

Performance

Stops Per Hour: 0.53

Cost Per Citation: 27.07

Cost Per Stop: 39.95

Media Coverage:

[ ] Radio	[ ] TV	[X] News Releases	[ ] Press Conference	[ ] Web Site	[ ] Print Media

Other:

Location, activity or comments:

Youth Alcohol Only

Party Calls: 0

Disturbances: 0

Compliance checks: 0

Number of Contacts: 0

Full Time Grant-Funded Units

Hours on Enforcement: 8,136

Hours in Court: 7

Hours in Training: 214

Hours on Leave: 1,191

Hours in Outreach: 23

Other Hours: 369

Total Hours: **9,940**

Reporting Officer's Name:

Full-Time DWI/Traffic Unit FY2012 Annual Report

1.   What roadways did your agency focus the enforcement details?

We didn't focus on just one roadway or area. Instead, we focused on one area for one or two days/nights, then moved the focus to another roadway or area. We also tended to work areas that have a history of producing a higher number of arrests for impaired drivers.

Blue Ridge Blvd from US 24 Highway on the north to US 71 Highway on the south is a one such roadway where we have accumulated more than fifty arrests for either DWI or DWS/R stops, some in combination with handguns and/or drugs. US 40 Highway from Stadium Drive on the west to Missouri 7 Highway on the east is another. US 24 Highway from Interstate 435 on the west to Missouri 291 on the east is another.

All these roadways have numerous alcohol-serving businesses along their length.

2.   What schedule did your deputies work (time of day and day of week)?

Our schedules vary greatly depending upon the enforcement initiative or assignment from our Command Staff. If the enforcement initiative is for alcohol impairment detection/enforcement, all five members of the Unit work 1800 to 0400 hours and coverage is scheduled for all seven days of the week. If we are engaged in the Occupant Protection initiative, all five members of the Unit are be scheduled for all seven days of the week and the hours will vary for each person so that we have coverage from 0600 until at least 2100 hours.

"Normal" scheduled shift hours for one member is 0800 to 1800 hours and the shift hours for the other three varies slightly, but generally begin at 1800 and end at 0400 hours.

Our goal is to have at least one Unit member on duty most week nights and every Friday and Saturday night.

3.   How frequently did supervisors conduct briefing with the full-time unit deputies to discuss operations plans that would impact fatal and injury crashes?

Such briefings are done on an as-needed basis. With only five members, all with e-mail and department-provided cellular telephones, everyone is kept up to date on what is happening and where to find it

or where it happened. The checking of e-mail is mandatory by department policy.

In addition, we meet at least quarterly for the sole purpose of discussing what we are doing, how effective we have been in our efforts and suggestions for how we might improve.

I have also developed an Excel spreadsheet detailing the number of vehicle stops, warnings, citations, arrests, DWI (self-initiated vs. assist) arrests and that information is now being shared on a monthly basis.

4. How did you engage the local community to raise awareness of the purpose of the DWI/Traffic Unit?

    News releases are the usual method for informing the community of our efforts. I have also responded either via telephone or e-mail with several people inquiring about our operation and duties. Most believe that we are simply a traffic unit and believe we are the unit responsible for general traffic enforcement duties.

5. Please give examples of how the media was used to highlight the DWI/Traffic Unit activities and raise awareness with the public (press releases, TV/radio interviews, newspaper articles, etc.).

    News releases are provided following all checkpoints and saturation enforcement patrols. We have also made ourselves available to interviews and any stories of interest.

6. What type of training did your deputies receive this grant year (please list each deputy individually and the training they received)?

    Sgt. M. Buffalow—Active Shooter, First Aid, Checkpoint Supervisor, LETSAC, ASIV Update, DWI/DRE Recertification Conference, Motorcycle Gang, Grant Workshop, Motorcycle Workshop, Media Information Officer, Motorcycle Escort, Distracted Driving Summit, DUI/Legal Update and Guard Cable Introduction.

    Dep. R. Knudsen—Crash Investigator, Motorcycle Gang, ASIV Update, Motorcycle Escort, Distracted Driving Summit, Radar Instructor (resigned from JCSO on June 29th) and Guard Cable Introduction.

    Dep. C. Highley—ARIDE, Active Shooter, First Aid, Type II BA, Motorcycle Escort (transferred from Traffic Safety Unit on July 4th) and Guard Cable Information.

Dep. J. Stagner—ARIDE (transferred from Traffic Safety Unit on April 17th).

Dep. R. Brown—Checkpoint Supervisor, DUI/Legal Update, Active Shooter, First Aid. Motorcycle Escort (Transferred into Traffic Safety Unit on July 4th).

Dep. B. Henderson—Checkpoint Supervisor, DUI/Legal Update, Crash Investigator, DWI/DRE Recertification Conference, Active Shooter, First Aid (Transferred into Traffic Safety Unit on April 17th).

Dep. R. Heck—DUI/Legal Update, LETSAC Conference, DWI/DRE Recertification Conference, Active Shooter, First Aid (Transferred into Traffic Safety Unit on July 4th).

Dep. T. Herrmann—DUI/Legal Update, Active Shooter, First Aid, ASIV Update (Transferred into Traffic Safety Unit on July 11th).

7. Please provide any changes to personnel working in the DWI/Traffic Unit that occurred this grant year.

Dep. S. Boan transferred from the Traffic Safety Unit to Patrol Unit on March 24th.

Dep. G. Hessenflow assumed Dep. Boan's duties in the TSU, and then transferred from the Traffic Safety Unit on July 9th.

Dep. T. Herrmann assumed Dep. Hessenflow's duties in the TSU on July 9th.

Dep. J. Stagner transferred from the Traffic Safety Unit to Patrol Unit on February 08th, then resigned from JCSO on April 17th to accept a security position with a private company in Afghanistan.

Dep. B. Henderson assumed Dep. Stagner's duties in the TSU on April 17th.

Dep. R. Knudsen resigned from JCSO effective on July 4th and moved to the state of Florida.

Dep. R. Brown assumed Dep. Knudsen's duties in the TSU on July 4th.

Dep. C. Highley transferred from the Traffic Safety Unit to Patrol Unit on July 4th.

Dep. R. Heck assumed Dep. Highley's duties in the TSU on July 4th.

8.   Do the deputies in this unit work any type of non-traffic related duties (hours per month)? Please explain.

Although some assignments are not specifically related to alcohol-impairment detection/enforcement duties, all assignments are traffic related, such as dignitary escorts, traffic safety enforcement (speed & HMV enforcement) and accident investigation.

9.   Was any of the equipment purchased with Highway Safety grant funds damaged and/or replaced this grant year?

No.

10. Please list the dates and locations of the sobriety checkpoints hosted by your agency. Please list the dates, locations, and host agency of sobriety checkpoints your agency assisted at.

Checkpoint scheduled for August 31st was cancelled due to severe weather. Instead, we conducted a saturation patrol of the downtown KC entertainment area.

We assisted the Raytown PD with the following saturation patrol after the scheduled checkpoint was cancelled due to lack of supporting manpower:
    Saturday, October 30th

We assisted the KCPD with the following checkpoints:
    Friday, March 16th
    Saturday, March 17th
    Saturday, April 7th
    Saturday, May 5th
    Saturday, June 9th
    Friday, July 27th

We assisted the Lee's Summit PD with the following checkpoint:
    Friday, May 25th

We assisted the Sugar Creek PD with the following checkpoint:
    Saturday, July 28th

We assisted the Grandview PD with the following saturation patrol:
    Friday, September 14th

11. Please list each deputy individually and the number of DWI arrests they had during the grant year.

Our totals are:
4,490 vehicle stops
126 DWI arrests
7 DWI arrest assist
1,404 HMV citations
1,035 HMV warnings
78 seat belt citations
50 seat belt warnings
340 suspended/revoked driver arrests
2,455 non-moving violation citations
1,366 non-moving violation warnings

Sgt. M. Buffalow—
1,280 vehicle stops
6 DWI arrests
0 DWI arrest assist
645 HMV citations
228 HMV warnings
33 seat belt citations
38 seat belt warnings
69 suspended/revoked driver arrests
772 non-moving violation citations
433 non-moving violation warnings

Dep. J. Stagner—
397 vehicle stops
24 DWI arrests
2 DWI arrest assists
80 HMV citations
145 HMV warnings
4 seat belt citations
1 seat belt warning
37 suspended/revoked driver arrests
227 non-moving violation citations
107 non-moving violation warnings

Dep. C. Highley—
486 vehicle stops
49 DWI arrests
0 DWI arrest assist
143 HMV citations
180 HMV warnings
2 seat belt citations

1 seat belt warnings
15 suspended/revoked driver arrests
138 non-moving violation citations
67 non-moving violation warnings

Dep. R. Knudsen—
    659 vehicle stops
    4 DWI arrests
    0 DWI arrest assist
    132 HMV citations
    39 HMV warnings
    15 seat belt citations
    60 suspended/revoked driver arrests
    649 non-moving violation citations
    130 non-moving violation warnings

Dep. S. Boan—
    393 vehicle stops
    1 DWI arrests
    1 DWI arrest assist
    113 HMV citations
    67 HMV warnings
    15 seat belt citations
    2 seat belt warnings
    33 suspended/revoked driver arrests
    231 non-moving violation citations
    214 non-moving violation warnings

Dep. G. Hessenflow—
    202 vehicle stops
    0 DWI arrests
    0 DWI assist arrest
    16 HMV citations
    168 HMV warnings
    1 seat belt citation
    1 seat belt warning
    1 suspended/revoked driver arrest
    7 non-moving violation citations
    29 non-moving violation warnings

Dep. R. Heck—
    409 vehicle stops
    6 DWI arrests
    1 DWI assist arrest
    135 HMV citations
    173 HMV warnings

2 seat belt citation
7 seat belt warning
40 suspended/revoked driver arrest
160 non-moving violation citations
125 non-moving violation warnings

Dep. R. Brown—
282 vehicle stops
3 DWI arrests
0 DWI assist arrest
77 HMV citations
16 HMV warnings
1 seat belt citation
0 seat belt warning
32 suspended/revoked driver arrest
164 non-moving violation citations
67 non-moving violation warnings

Dep. T. Herrmann—
118 vehicle stops
4 DWI arrests
2 DWI assist arrest
13 HMV citations
12 HMV warnings
0 seat belt citation
0 seat belt warning
9 suspended/revoked driver arrest
50 non-moving violation citations
30 non-moving violation warnings

Dep. B. Henderson—
264 vehicle stops
29 DWI arrests
1 DWI assist arrest
41 HMV citations
7 HMV warnings
5 seat belt citation
0 seat belt warning
44 suspended/revoked driver arrest
57 non-moving violation citations
164 non-moving violation warnings

12.   Are there any resources or information that the Highway Safety Office can provide to your agency to help with traffic safety improvements?

Not at this time.

PROJECT TITLE:

Youth Alcohol Enforcement

PROGRAM AREA:

03

TYPE OF JURISDICTION:

Urban

AGENCY NAME:

Jefferson County Sheriff's Office

PROJECT NUMBER:

12-K8-03-046

JURISDICTION SIZE:

195,675

TARGETED POPULATION:

Youth

AGENCY CONTACT:

Lt. Scott Schumer

PROJECT DESCRIPTION:

Project Description information will be captured in the supplemental section.

PROBLEM IDENTIFICATION:

Youth make up a significant proportion of impaired drivers of motorized vehicles causing traffic crashes on Missouri roadways. Of the 24,235 impaired drivers who caused traffic crashes during 2007-2009, 13.2% were under the age of 21 (in known cases). This is especially significant when you consider it is illegal for someone under 21 to possess or consume alcohol in Missouri.

In 2007-2009, a total of 713 impaired drivers were involved in crashes where one or more persons were killed. In known cases, 14.3% of these drivers were under the age of 21. A total of 108 persons were killed in traffic crashes involving these young impaired drivers. Of those persons killed, 48.1% were the underage impaired driver and 51.9% were some other party in the crash.

GOALS AND OBJECTIVES:

Goal:
To decrease fatalities involving impaired drivers under the age of 21 years by 2 percent annually to:
- 37 by 2010
- 36 by 2011
- 35 by 2012
- 34 by 2013

Objectives:
1. Participate in the National Impaired Driving Crackdown campaign
2. Participate in the quarterly impaired driving enforcement campaigns
3. Develop and implement a high visibility DWI enforcement plan focused on drivers ages 15 through 20 years old

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
5. Attaining the Goals set forth in this contract*
6. Accomplishing the Objectives* established to meet the project Goals, such as:
- Enforcement activities (planned activities compared with actual activities)
- Programs (number and success of programs held compared to planned programs, evaluations if available)
- Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
- Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort;

documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
7. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

See attached Enforcement Statistics Report

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	$119,990.55	$118,050.73

HS CONTACT:

Chris Luebbert

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

Enforcement Statistics

Program:	TRAFFIC ENFORCEMENT APPLICATION	Fiscal Year:	2012
Agency:	Jefferson County Sheriff's Office		
Project:	Youth Alcohol Enforcement	Project Number:	12-K8-03-046

Enforcement Period Start Date:	10/1/2011	Enforcement Period End Date: 9/30/2012
Enforcement Activity:	SUMMARY	

DWI Alcohol Arrests:	5	**Warnings**	
DUI Drug Arrests:	2	Warn Following Too Close:	8
Following too Close:	1	Warn Stop Sign:	18
Stop Sign Violation:	6	Warn Signal Light Violation:	4
Signal Light Violation:	3	Warn Fail To Yield:	0
Fail to Yield:	0	Warn C & I Driving:	5
C & I Driving:	6	Warn Speeding:	70
Speeding:	6	Warn Other HMV:	78
Other HMV:	39	**Total HMV Warnings**	**183**
Total HMV	**68**		
Shaded areas are not included in totals.		Warn Seat Belt	1
Seat Belt:	5	Warn Child Restraint:	0
Child Restraint:	0	Warn MIP Violations:	0
MIP Violations:	363	Warn Open Container:	1
Open Container:	0	Warn Zero Tolerance:	0
Zero Tolerance:	1	Warn Fake ID:	0
Fake ID:	1	Warn Other Liquor Law:	0
Other Liquor Law:	12	Warn Suspended/Revoked Licenses:	0
Suspended/Revoked Licenses:	12	Warn No Operator's License	0
No Operator's License:	1	Warn Uninsured Motorist:	0
Uninsured Motorist:	3	Warn Other NON-HMV Violations:	9
Felony Arrests:	8	**Total NON-HMV (Warnings)**	**10**
Drug Arrests:	65	**Total Violations (Warnings)**	**193**
Stolen Vehicles Recovered:	1		
Fugitives Apprehended	18		
Other Non-HMV Violations:	33		
Total Non-HMV	**54**		
Total Violations (Citations)	**122**		

Wednesday, December 05, 2012

Program:	TRAFFIC ENFORCEMENT APPLICATION	Fiscal Year:	2012
Agency:	Jefferson County Sheriff's Office		
Project:	Youth Alcohol Enforcement	Project Number:	12-K8-03-046

Number of Sobriety Checkpoints: 0

BAC Given: 2   Refused: 4

Field Tested SFST: 152

Drug Influence Evaluation: 0

Blood Draws: 0

DWI Arrests Ages:

16-20	21-29	30-39	40-50	50+
3	2	1	0	0

Number of Vehicle Stops: 550

Number of Hours: 3,104

Enforcement Cost: 120,076.57

Performance

Stops Per Hour: 0.16

Cost Per Citation: 442.89

Cost Per Stop: 239.96

Media Coverage:

☐ Radio   ☐ TV   ☐ News Releases   ☐ Press Conference   ☐ Web Site   ☐ Print Media

Other:

Location, activity or comments:

Youth Alcohol Only

Party Calls:	294
Disturbances:	98
Compliance checks:	43
Number of Contacts:	321

Full Time Grant-Funded Units

Hours on Enforcement:	0
Hours in Court:	0
Hours in Training:	0
Hours on Leave:	0
Hours in Outreach:	0
Other Hours:	0
Total Hours:	**0**

Reporting Officer's Name:

PROJECT TITLE:	**PROJECT NUMBER:**
Statewide DWI Enforcement	12-154-AL-083
PROGRAM AREA:	**JURISDICTION SIZE:**
AL	5,000,000
TYPE OF JURISDICTION:	**TARGETED POPULATION:**
Statewide	Law Enforcement
AGENCY NAME:	**AGENCY CONTACT:**
Missouri Safety Center	Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center will help encourage law enforcement agencies to participate in the State's DWI enforcement and special mobilization efforts. This will be accomplished through sub-award grants to law enforcement agencies, selected by the Traffic and Highway Safety Division at MoDOT. These overtime funds will be use to encourage law enforcement agencies to increase their DWI enforcement efforts during:

- St. Patrick's Day weekend DWI enforcement campaign (March 16-18, 2012),
- Youth Alcohol enforcement campaign (May 3-13, 2012),
- "Drive Sober or Get Pulled Over" DWI enforcement campaign (August 17 - September 3, 2012).

Other enforcement campaigns, as well as additional agencies, may be added or removed based on available funds and guidance from the Traffic and Highway Safety Division at MoDOT.

Through management of this enforcement effort, the Missouri Safety Center, upon receipt of a list of law enforcement agencies and individual funding amounts from the Traffic and Highway Safety Division at MoDOT, will:
- Mail invitations and sub-award grant contracts to all designated agencies,
- Make a minimum of two contacts to those agencies that did not respond by the established deadline and determine their participation status,
- Mail the participation / informational packets to law enforcement agencies upon receipt of their signed contracts indicating their desire to participate,
- Receive, upon completion of the enforcement effort, the agency Manpower Report Form indicating the number of officers and hours worked for reimbursement,
- Make, as needed, additional contacts to those agencies that have not submitted their Manpower Report Form by the established deadline,
- Verify the Manpower Report Form and requested reimbursement amounts are accurate and within the contract specifications, approve, and process for payment,
- Verify the participating agency has submitted their Enforcement Statistics Reports via the Traffic and Highway Safety Division Online Mobilization Reporting system,
- Submit a report and reimbursement voucher to the Traffic and Highway Safety Division at MoDOT upon completion of the enforcement effort.

PROBLEM IDENTIFICATION:

Despite the attention, resources, public policies and training that have been directed toward removing impaired drivers from Missouri roadways, drivers impaired by alcohol or other drugs contributed to 30.1% of all 2009 fatal traffic crashes in Missouri. A common misconception is impaired drivers are primarily injuring and killing themselves. While that is often true, a substantial number of innocent people are killed and seriously injured in these crashes. Youth make up a significant proportion of impaired drivers causing traffic crashes on Missouri roadways. Of the 2009 fatal traffic crashes, 15.3% were under the age of 21. This is especially significant given that it is illegal for persons under 21 to possess or consume alcohol in Missouri.

Of all 2009 Missouri traffic crashes, 4.9% were drinking related with a total of 264 persons killed and 4,357 injured. This is a decrease of 1.3% compared to 2008 fatal drinking-related traffic crashes. In 2009 a person was killed or injured in a drinking-involved traffic crash every 2.7 hours. Other 2009 Missouri drinking-involved crashes include:

Total participating agencies (out of 131) = 100 (76%)
Total paid   = $33,180.61
Total Hours   = 1,521
Total Officers   = 254

Youth Alcohol Cinco de Mayo weekend May 3 through 13, 2012
Total participating agencies (out of 148) =103 (69%)
Total paid   = $38,584.90
Total Hours   = 1,638.8
Total Officers   = 244

Drive Sober or Get Pulled Over Aug. 17 through Sept. 3, 2012
Total participating agencies (out of 239) = 150 (63%)
Total paid   = $85,901.59
Total Hours   = 3463.2
Total Officers   =464

DWI Enforcement Total # of Participating Agencies
(out of 518)   = 353 (68%)

DWI Enforcement Total Grant $ = $ 279,900
DWI Enforcement Total $ Paid   = $157,667.10
DWI Enforcement Total Overtime Hours   = 6623

DWI Enforcement Total # of Officers   = 962

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	$243,890.77	$166,023.28

HS CONTACT:

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1-800-800-2358

MoDOT Highway Safety Division Grant System
Missouri Department of Transportation

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- MoDOT Home
- Mobilization Results
- Select Agency
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2012 Drive Sober or Get Pulled Over DWI Enforcement Campaign (230 agencies)

DWI	Too Close	Stop Sign	Signal	Yield	CI Driving	Speeding	Other HMV	Total HMV	Seat Belt	Child Rest	MIP	Open Con
714	195	785	370	240	243	6434	1430	10463	1222	90	138	56

Zero	Fake ID	Other Liquor	Sus/Rev Lic	Uni Mot	Fel Arr	Drug Arr	Stol Veh Rec	Fug App	Other Non HMV	Total Non HMV	Total Viol
5	4	14	1431	3360	152	267	14	344	3444	10077	20540

Traffic Stops	Hours Worked	Sobriety Chk	BAC Given	BAC Refused	Field Test SFST	DWI 16-20	DWI 21-29	DWI 30-39	DWI 40-50	DWI 50+
24559	11104	32	457	146	1081	37	243	155	97	59

Ad Radio	Ad TV	Ad News	Ad Press	Print	Website	Warn Too Close	Warn Stop	Warn Signal	Warn Yield	Warn CI Driv	Warn Speed	Warn Other HMV	Warn Total HMV
13	7	100	1	21	17	119	484	212	96	143	2653	2695	6402

Warn Seat Belt	Warn Child Rest	Warn MIP	Warn Open Con	Warn Zero	Warn Fake	Warn Other Liquor	Warn Sus	Warn UnInsured	Warn Other Non-HMV	Warn Total Non-HMV	Warn Total
387	11	7	8	3	0	1	2	200	2481	3163	9565

Party Calls	Disturbances	Comp Checks	DUI Drug Arrests	Drug Influence
22	146	15	52	9

Total number of records submitted: 242

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May 3-13, 2012 Youth Alcohol DWI Enforcement Campaign (175 agencies)

DWI	Too Close	Stop Sign	Signal	Yield	CI Driving	Speeding	Other HMV	Total HMV	Seat Belt	Child Rest	MIP	Open Con
479	103	473	208	166	145	3639	867	6118	841	59	99	47

Zero	Fake ID	Other Liquor	Sus/Rev Lic	Uni Mot	Fel Arr	Drug Arr	Stol Veh Rec	Fug App	Other Non HMV	Total Non HMV	Total Viol
7	4	3	878	2041	88	205	1	235	2296	6490	12608

Traffic Stops	Hours Worked	Sobriety Chk	BAC Given	BAC Refused	Field Test SFST	DWI 16-20	DWI 21-29	DWI 30-39	DWI 40-50	DWI 50+
15194	5539	39	289	99	622	28	136	77	73	43

Ad Radio	Ad TV	Ad News	Ad Press	Print	Website	Warn Too Close	Warn Stop	Warn Signal	Warn Yield	Warn CI Driv	Warn Speed	Warn Other HMV	Warn Total HMV
13	4	76	3	22	16	65	357	144	47	78	1897	1280	3868

Warn Seat Belt	Warn Child Rest	Warn MIP	Warn Open Con	Warn Zero	Warn Fake	Warn Other Liquor	Warn Sus	Warn UnInsured	Warn Other Non-HMV	Warn Total Non-HMV	Warn Total
161	12	1	9	0	0	0	11	250	2324	2799	6667

Party Calls	Disturbances	Comp Checks	DUI Drug Arrests	Drug Influence
23	101	14	38	14

Total number of records submitted: 190

Highway Safety Division
Grant System
Missouri Department of Transportation
MoDOT

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MoDOT Home

Mobilization Results

Select Agency

Staff Reports   ▶

Administration   ▶

Logout

March 16-18, 2012 St. Patrick's DWI Enforcement Campaign (184 agencies)

DWI	Too Close	Stop Sign	Signal	Yield	CI Driving	Speeding	Other HMV	Total HMV	Seat Belt	Child Rest	MIP	Open Con
341	29	189	69	27	56	1316	364	2409	351	17	67	14

Zero	Fake ID	Other Liquor	Sus/Rev Lic	Uni Mot	Fel Arr	Drug Arr	Stol Veh Rec	Fug App	Other Non HMV	Total Non HMV	Total Viol
3	0	5	320	718	62	132	3	136	778	2321	4730

Traffic Stops	Hours Worked	Sobriety Chk	BAC Given	BAC Refused	Field Test SFST	DWI 16-20	DWI 21-29	DWI 30-39	DWI 40-50	DWI 50+
12142	3996	31	247	71	686	31	146	77	52	21

Ad Radio	Ad TV	Ad News	Ad Press	Print	Website	Warn Too Close	Warn Stop	Warn Signal	Warn Yield	Warn CI Driv	Warn Speed	Warn Other HMV	Warn Total HMV
12	2	83	2	21	17	41	166	101	15	60	901	1477	2761

Warn Seat Belt	Warn Child Rest	Warn MIP	Warn Open Con	Warn Zero	Warn Fake	Warn Other Liquor	Warn Sus	Warn UnInsured	Warn Other Non-HMV	Warn Total Non-HMV	Warn Total
208	6	3	1	0	0	1	3	114	968	1319	4080

Party Calls	Disturbances	Comp Checks	DUI Drug Arrests	Drug Influence
25	101	5	18	16

Total number of records submitted: 194

PROJECT TITLE:

Alcohol Training for L.E. Officers

PROGRAM AREA:

03

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Missouri Southern State University

PROJECT NUMBER:

12-K8-03-018

JURISDICTION SIZE:

5,000,000

TARGETED POPULATION:

Law Enforcement

AGENCY CONTACT:

Dr. Tia Strait

PROJECT DESCRIPTION:

In an effort to provide alcohol-related training to as many law enforcement officers as possible at no cost to the agencies or officer, Missouri Southern State University Law Enforcement Academy will provide training throughout the state of Missouri at or near the following locations: Springfield, West Plains, Rolla, Harrisonville, Nevada, Osage Beach, Cape Girardeau, Kennett, Potosi, Joplin and Sullivan/Union area. Funding for this project will allow law enforcement agencies to send their entire department to this training during this contract year. Historically, most departments could only afford to send several officers a year to this training.

The geographic locations and frequency in which the training will be offered will accommodate the smaller agencies, who over a one year period of time will be able to send all of their officers to all of this training. Most agencies will be able to attend the training because the locations of the training are in such proximity that travel and overtime expenses will be minimized. The frequency in which the training will be offered will give the departments the flexibility they need to send several officers per training program.

Eligible students will consist of officers from Missouri governmental agencies who are involved in the traffic support function or will follow such training. All eligible students must meet the requirements under Missouri statutes for P.O.S.T. This verification of eligibility will be made through class and reimbursement rosters that identify the trainee's name, rank, social security number, jurisdiction, DPS date of certification, and status. Missouri Southern State University Law Enforcement Academy will be responsible for verifying eligibility of all students for instruction under this agreement. Students and/or their departments will be responsible for covering costs for travel, room, and board.

PROBLEM IDENTIFICATION:

In 2007-2009, of the 475,013 traffic crashes, 2,531 were fatal and 16,312 resulted in serious injury. These fatal and serious injury crashes resulted in the death of 2,830 people and 21,215 serious injuries.

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. During the same time period, there were 24,445 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 817 people were killed and another 3,670 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than these statistics would indicate. Of the 817 people killed in alcohol and other drug-related traffic crashes, 543 were the intoxicated driver/pedestrian and 274 were some other involved party. Of the 3,670 seriously injured, 2,234 were the intoxicated drivers/pedestrians while 1,436 were other persons in the incidents.

The responsibility of ensuring highway safety in the State of Missouri rests primarily on the shoulders of state, county and municipal law enforcement officers. As such, it is imperative that officers are well trained in the areas of awareness, recognition, execution, and enforcement of alcohol-related statutes and regulations.

Aside from manpower shortages, lack of adequate training is the greatest impediment to diligent enforcement of alcohol-related offenses. Most state, county, and municipal law enforcement agencies do not have the financial resources to send their officers long distances to receive specialized alcohol-related training.

The primary objectives of alcohol enforcement training are to raise awareness of alcohol offenses, improve recognition of alcohol-related offenses, assure proper execution of sobriety checkpoints and encourage enforcement of alcohol-related offenses. Based on informal and non-scientific surveys, every law enforcement official queried emphatically believed that the training had a tremendously positive impact in reducing alcohol-related accidents, increasing alcohol-related convictions, and raising the level of awareness of alcohol-related offenses.

GOALS AND OBJECTIVES:

GOAL:
1. The goal of this project is to provide law enforcement officers in defined regions of the state the opportunity to receive comprehensive alcohol-related training.
2. Increase the awareness of alcohol-related issues among law enforcement officers and improve their skills such as report writing, courtroom testimony, etc.
3. Increase conviction rates of alcohol-related offenses in jurisdictions where law enforcement officers have received the training by improving their skills.

OBJECTIVES:
Missouri Southern State University will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, provide P.O.S.T. CEU's, and provide the following training programs:

· Type III BAC Course - This 25-hour Department of Health approved course will train officers on the rules and regulations relating to breathalyzer instruments. Officers will also conduct "hands-on" exercises. It is anticipated that between 10 and 15 officers will attend each course offered.

· Standardized Field Sobriety Testing - This is a "hands-on" course designed to train officers with the necessary skills to correctly perform standardized field sobriety testing. It is anticipated that between 10 and 15 officers will attend each 24-hour course.

· Sobriety Checkpoint Supervisor - This course is designed to assist officers in detecting DWI drivers and "how-to" conduct DWI checkpoints. Officers will participate in an actual DWI Checkpoint operation. It is anticipated that between 10 and 15 officers will attend each of the 8-hour courses.

· Small Department DWI Enforcement Strategy Training - This course is designed for law enforcement agencies to assist in development of strategies for a year-round DWI Enforcement program. This course provides officers with the knowledge and skills to develop a community plan utilizing available resources to reduce the number of DWI related fatalities. The program is 8 hours.

· DWI Crash Investigation - This 8-hour course is designed to teach effective methods of conducting a DWI crash investigation. Topics of discussion will include: processing of the crash scene, investigation techniques, vehicle dynamics and a review of field sobriety techniques. In addition, there will be discussion of the aspects of making a felony DWI case involving a DWI crash, implied consent and the Alcohol Influence Report.

· Effective Report Writing/Courtroom Testimony for DWI Cases - This 8-hour course is designed to teach effective report writing and methods of testifying in DWI cases. Topics of discussion will be key components of the police report, effective writing techniques and courtroom demeanor. How to articulate the components in a police report and in a courtroom setting as related to the DWI case will also be discussed. This course will also analyze the most current issues being brought up in DWI trials and administrative/revocation hearings.

· Advanced Roadside Impaired Driving Enforcement (ARIDE) - This 16-hour course is presented by an experienced Drug Recognition Expert (DRE) Instructor(s). The course introduces law enforcement and prosecutors to the DRE program and gives them the tools they need to recognize a drug impaired driver and understand the roles and responsibilities of a DRE. Law enforcement officers must be proficient in administering standardized field sobriety tests to attend this course and set for the certification exam.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations,

location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

From October 1, 2011 through September 30, 2012, Missouri Southern State University Criminal Justice Programs presented 12 DWI Related training programs to 129 law enforcement officers in the following locations; Potosi, Everton, Buffalo, Butler, Bolivar, Osage Beach, Branson West, Joplin, and Springfield.

Individual Programs

Four BAC Type III Permit courses were conducted with a total of 44 officers attending. Similar to SFST Training this course is a very hands-on, practical class. Because it is 24 hours in length it is very important that departments have an opportunity to bring this program to their location to avoid travel and unnecessary time away from their jurisdictions.

One Sobriety Checkpoint Training program was conducted with 5 officers attending. This important program is presented in the evening with 4 hours in the classroom and then 4 hours in the field with the officers in attendance observing an actual sobriety checkpoint being conducted by experienced, trained officers. Students in this program commented it is very important for them to actually observe the planning and deployment of an actual sobriety checkpoint.

One Small Department DWI Enforcement Strategy program was conducted with 14 officers attending. The purpose of this program was to expose officers to proactive strategies to combat the DWI problem. The officers in attendance were given the opportunity to design proactive strategies they felt would be effective in their communities.

Two DWI Crash Investigation programs were conducted with 20 officers attending. This program is designed for any officer who is involved in responding to or the investigation of traffic crashes. Topics of discussion cover processing of crash scenes, investigative techniques, vehicle dynamics and a review of field sobriety techniques. In addition, there will be discussion of the aspects of making a felony DWI case involving a DWI crash, implied consent and the Alcohol Influence Report.

Two Report Writing/Courtroom Testimony DWI programs were conducted with 18 officers attending. This program is designed to offer effective methods to be utilized while writing reports and testifying in DWI cases. Topics of discussion cover key components of the police report, effective courtroom demeanor, as well as discussion of how to articulate the components of the DWI case in a police report and courtroom setting. This course also analyzes the most current issues being brought up in DWI trials and administrative/revocation hearings along with a discussion of documentation on Missouri's Alcohol Influence Report.

Two ARIDE programs were conducted with 28 officers attending. This program is designed for any officer wanting to pursue a DRE Certification or advance their knowledge in the Standard Field Sobriety Testing area. This program is a prerequisite for entrance into DRE School.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	$69,000.00	$46,000.00

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:	PROJECT NUMBER:
DWI Court Projects	12-154-AL-044

PROGRAM AREA:	JURISDICTION SIZE:
AL	5,000,000

TYPE OF JURISDICTION:	TARGETED POPULATION:
Statewide	Statewide

AGENCY NAME:	AGENCY CONTACT:
Office of State Courts Administrator	Mrs. Melissa Kampeter

PROJECT DESCRIPTION:

The Office of State Courts Administrator implemented targeted pilot DWI court programs in the 12th, 13th, 20th, 31st, and 36th Judicial Circuits from federal fiscal 2008, 2009 and 2010 as agreed to by the Division of Highway Safety (now known as the Traffic and Highway Safety Division). Courts are identified in conjunction with the Traffic and Highway Safety Division, based upon the frequency of DWI cases in their jurisdiction. Pilot DWI courts targeted for Highway Safety funding for the next grant period have the highest state population and the highest rate of alcohol fatalities and include programs in the 6th, 19th, and 40th Circuits with possible expansion into other targeted judicial circuits as agreed to by the Traffic and Highway Safety Division. DWI courts are a proven court intervention that act to increase public safety by reducing alcohol related traffic fatalities through court mandated treatment and supervision of DWI offenders.

The Drug Courts Coordinating Commission (DCCC) has sought to expand stand alone DWI courts that follow specific guidelines for best practice but funding has been limited. The statutory interagency commission will provide oversight for this grant.

As a result of DWI legislation passed in 2010, the Missouri Supreme Court adopted COR 26 on August 27, 2010. This rule requires all courts that seek to establish a DWI court or docket to submit a plan of operation to the DCCC for approval.

The DCCC also requested a set of DWI court program guidelines to be developed that programs can incorporate in their individual plans of operation. The Missouri DWI Court Guidelines were subsequently created by the Supreme Court Committee on Alternative Treatment Courts (ATCC).

A requirement for DWI court team training was included in these guidelines. As of January 1, 2011, each court who has not attended DWI Court training through the National Center for DWI Courts (NCDC) will be required to attend a 3 ½ day DWI Court training before their plan of operation will be approved to grant a Limited Driving Privilege.

DWI Court training will be ongoing to accommodate new DWI Courts and is anticipated to be conducted at least three times during this grant cycle, with the first session scheduled for November 14-16, 2011. To save on expenses, these sessions will be held at the Governor's Office Building in Jefferson City, Missouri, as there is no facility fees/room charges.

The DWI Court training includes over 18 hours of instruction time and six additional breakout sessions for each team to work on their individual policy and procedure manual and their Plan of Operation for their DWI Court.

DWI courts are dedicated to changing the behavior of the alcohol/drug dependant offenders arrested for Driving While Impaired (DWI). The goal of DWI court is to protect public safety by using the drug court model to address the root cause of impaired driving, alcohol and other substance abuse. With the repeat offender as its primary target population, DWI courts follow the Ten Key Components of Drug Courts and the Ten Guiding Principles of DWI Courts, as established by the National Association of Drug Court Professionals and the National Drug Court Institute.

Unlike drug courts, DWI courts primarily operate within a post-conviction model. In a supported resolution by National Mothers Against Drunk Driving, "MADD recommends that DUI/DWI courts should not be used to avoid a record of conviction and/or license sanctions."

DWI courts utilize all criminal justice stakeholders (judge, prosecutors, defense attorneys, probation, law enforcement, and

others) coupled with alcohol or drug treatment professionals. This group of professionals comprises a "DWI Court Team," and uses a cooperative approach to systematically change offender behavior. This approach includes identification and referral of participants early in the legal process to a full continuum of drug or alcohol treatment and other rehabilitative services. Compliance with treatment and other court-mandated requirements is verified by frequent alcohol/drug testing, close community supervision and ongoing judicial supervision in non-adversarial court review hearing. During review hearings, the judge employs a science-based response to participant compliance (or non-compliance) in an effort to further the team's goal to encourage pro-social, sober behaviors that will prevent future DWI recidivism (Loeffler, Huddleston & Daugherty, 2005).

DWI COURT BEST PRACTICES

According to the National Drug Court Institute, there are Ten elements to successful DWI courts. The following is the element followed by how these Missouri courts will address that area during implementation and ongoing offender management.

GUIDING PRINCIPLE #1 - TARGET THE POPULATION
The DWI courts will clearly define the target population of the DWI program with distinct eligibility criteria. These potential participants will have two or more DWI offenses and a clinical assessment showing severe chemical abuse or addiction.

GUIDING PRINCIPLE #2 - PERFORM A CLINICAL ASSESSMENT
The DWI courts will use certified treatment professionals to perform a clinically competent, objective assessment of the impaired driving offender. This assessment will address a number of bio-physical domains including alcohol use severity and drug involvement, the level of needed care, medical and mental health status, extent of social support systems, and individual motivation to change.

GUIDING PRINCIPLE #3 - DEVELOP THE TREATMENT PLAN
The DWI courts will develop a specific treatment plan under the direction of a certified treatment provider to address the substance dependence of each participant offender. A significant proportion of the DWI population also suffers from a variety of co-occurring disorders. Therefore, the DWI courts will carefully select and implement treatment practices demonstrated through research to be effective with the hard-core impaired driver to ensure long term success.

GUIDING PRINCIPLE #4 - SUPERVISE THE OFFENDER
The DWI courts will use a coordinated strategy and available technologies to closely supervise and monitor participant offenders to protect against future impaired driving.

GUIDING PRINCIPLE #5 - FORGE AGENCY, ORGANIZATION, AND COMMUNITY PARTNERSHIPS
The DWI courts will solicit the cooperation of other agencies, as well as community organizations to form a partnership in support of the goals of the DWI court program to protect against future impaired driving.

GUIDING PRINCIPLE #6 - TAKE A JUDICIAL LEADERSHIP ROLE
The DWI courts will have a judge that will act as the leader of the DWI court program who will have the capability to motivate the DWI court team and elicit buy-in from various community stakeholders.

GUIDING PRINCIPLE #7 - DEVELOP CASE MANAGEMENT STRATEGIES
The DWI courts will provide participant offenders with case management services through a coordinated team strategy and seamless collaboration across treatment and justice systems.

GUIDING PRINCIPLE #8 - ADDRESS TRANSPORTATION ISSUES
The DWI courts will assist participants to plan for transportation alternatives after the loss of their driving privileges. The loss of driving privileges poses a significant issue for DWI court participants. In many cases, the participant solves the transportation problem created by the loss of the driver's license by driving anyway and taking the chance that they will not get caught. With this knowledge, the DWI court will sanction the participant for driving without a license while in the program and caution them against taking such actions in the future.

GUIDING PRINCIPLE #9 - EVALUATE THE PROGRAM
The DWI courts will design and implement an evaluation model with the assistance of the Office of the State Courts Administrator that will be capable of documenting behavioral change in DWI court participants resulting in a reduction in future impaired driving.

GUIDING PRINCIPLE #10 - CREATE A SUSTAINABLE PROGRAM
The DWI courts will create and implement a strategic plan that includes considerations of structure and scale, organization and participation, and future funding sources.

PROBLEM IDENTIFICATION:

According to the National Center for DWI Courts, there are 167 DWI arrests every hour, one alcohol-impaired driving fatality every 48 minutes, and one emergency room visit every minute from alcohol-related crashes. The Missouri State Highway

Patrol reports that in 2009 there were 878 persons killed in traffic crashes in the State of Missouri. Of all fatal crashes, 36.25% were drinking/drug related. More specifically, 265 persons were killed and another 4,358 were injured in alcohol-related traffic crashes in 2009. Out of every 100 fatal accidents, over 30 involved drinking drivers. Overall, the Highway Patrol reports that 10,216 alcohol-related driving violations were issued in 2007 (the last full year of reporting). Of those, some 1,765 fell into the definition of a "prior/persistent offender" -one of the top ten charges filed with Missouri courts. According to the Missouri Judicial Report Supplement for fiscal 2010, state municipal courts had 21,680 alcohol/drug-related traffic cases filed and 19,240 disposed with an additional 39,538 pending at the end of fiscal 2010.

There is no doubt that drinking and driving continues to be a significant public safety issue on Missouri's roadways. In an effort to help hold offenders accountable, Missouri courts have attempted to employ offender-specific methods to deter impaired driving. However, persistent impaired drivers are not impacted by general deterrence methods such as public awareness campaigns or traditional sanctions such as ignition interlock, incarceration or probation. Punishment, unaccompanied by treatment and accountability, is an ineffective deterrent for the persistent offender. DWI courts provide intensive judicial supervision and evidence-based treatment to address the root cause of impaired driving: alcohol and other substance addiction and abuse.

DWI courts are dedicated to changing the behaviors of persistent impaired drivers through the highly successful drug court model that insures offender accountability through judicial supervision and long-term treatment. DWI court participants learn to develop self-discipline and the skills to remain sober. They become dependable tax-paying citizens that support their families and contribute to their communities. Of the 139 participants that exited DWI court in 2010, 106 successfully graduated resulting in an 76 percent graduation rate. The Research Division at Missouri's Office of State Court Administrator is conducting an ongoing recidivism study which is following a cohort which consists of 81 graduates who successfully completed DWI Court between October 1, 2008 and September 30, 2009. There is currently a recidivism rate of 3.7 percent for the cohort. Research suggests that, over time, recidivism for DWI courts will be close to the 10 percent rate that is being experienced with drug court participants.

An evaluation in Michigan found that participants in DWI courts were considerably less likely than DWI offenders sentenced in a traditional court to be arrested for a new DWI offense or any new criminal offense within two years of entering the program. Traditional sentenced offenders were more than three times more likely to be re-arrested for any charge and were 19 times more likely to be re-arrested for a DWI charge than the DWI court participants.

GOALS AND OBJECTIVES:

Project Goal:

To reduce the recidivism of DWI offenders and promote public safety for all Missouri citizens that use Missouri's transportation systems.

•To provide DWI Court training.

•To continue to implement DWI Court programs in at least three newly targeted judicial circuits, and possibly more, during the grant period.

•To reduce the recidivism rate for DWI offenders by serving an estimated 70 participants in DWI courts during the grant period.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
·   Programs (number and success of programs held compared to planned programs, evaluations if available)
·   Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
·   Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
·   Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
·   Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
- The success of this type of activity in general and this particular project specifically;
- Whether similar activities should be supported in the future; and
- Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided. Evaluation:

The Office of State Courts Administrator will monitor the pilot courts and collect performance data similar to the data currently collected for Missouri's drug court programs. A complete copy of the data elements to be collected is available upon request.

Progress reports will be prepared by the OSCA project manager and forwarded to the Traffic and Highway Safety Division. The final grant report will include process data to help determine the most effective way to implement DWI courts in other interested courts around the state.

RESULTS:

DWI courts provide a cost-effective alternative to the traditional criminal justice system in addressing the risk to public safety caused by hardcore impaired drivers. Since the DWI legislation in 2010 was passed, Missouri's DWI court programs have experienced tremendous growth, increasing by 73 percent from one year ago. There are 810 people currently participating in DWI courts in 19 stand-alone county programs and 38 adult drug court programs that accept DWI offenders. As of August 31, 2012, there were 177 DWI court graduates thus far in calendar 2012, with a program graduation rate of 72.4%.

All stand-alone DWI court programs operate under best practices that are laid out in the Missouri Guiding Principles for DWI Courts and are dedicated to changing the behaviors of hardcore impaired drivers through the highly successful drug court model that ensures offender accountability through judicial supervision and long-term treatment.

In 2011 and 2012, six Missouri specific DWI Court training sessions were conducted with the assistance of the Traffic and Highway Safety Division. This three day mandatory training resulted in 35 teams and 312 participants receiving the latest evidence-based training practices from the National Center of DWI Courts (NCDC).

Like drug court participants, DWI court participants learn to develop self-discipline and the skills to remain sober. They become dependable tax-paying citizens that support their families and contribute to their communities. Of the 82 DWI court participants that graduated successfully from the program between October 1, 2008 and September 30, 2009, only five have recidivated as of June 30, 2012, resulting in a recidivism rate of only 6.1%. Research suggests that, over time, recidivism for DWI courts will be close to the 10% rate that is being experienced with drug court participants.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	$324,640.82	$276,408.61

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PROJECT TITLE:	**PROJECT NUMBER:**
MADD Court Monitoring Project	12-154-AL-043
PROGRAM AREA:	**JURISDICTION SIZE:**
AL	5,000,000
TYPE OF JURISDICTION:	**TARGETED POPULATION:**
Statewide	Impaired Drivers
AGENCY NAME:	**AGENCY CONTACT:**
Mothers Against Drunk Driving	Ms. Kim Case

PROJECT DESCRIPTION:

In order to measure program objectives, MADD Missouri State will implement the following activities:

1. Compile pertinent statistical information on the handling of DWI cases;
2. Provide feedback to the Traffic and Highway Safety Division about the effectiveness and enforceability of the current DWI laws;
3. Make the courts aware of the public's scrutiny of DWI case results;
4. Inform the public of the trends in DWI enforcement through the judicial system; and,
5. Notify appropriate agencies, media, and public about the correlation of raising the DWI conviction rate and correspondingly lowering the alcohol fatality and injury crashes in those monitored counties.

MADD Missouri will attract support and help in this project from other segments of the community (e.g. college and law school students). Senior citizens, who represent a large untapped volunteer pool, will also be approached. By harnessing volunteer support from several areas, MADD Missouri will be able to track a substantial number of cases in the targeted counties. Recruiting and training members of volunteer organizations is critical to placing people in the courtrooms. Community members and volunteers participating in the court monitoring project will help to ascertain whether court monitoring is effective in reducing alcohol-related fatalities. Their monitoring of the sentences handed down will show whether the appropriate sentences for impaired driving have been adjudicated.

For 2011-2012 the MADD Missouri Court Monitoring Project will monitor the counties with a conviction rate at or below 23% on highway patrol arrests. This is an increase from the previous rate of 21.5%. Those counties are Cass, Jackson, Jefferson, Lincoln, Pike, St. Louis, Ste. Genevieve, Dade, Hickory, McDonald, Madison, Harrison, Worth and Phelps.

TRAINING:

MADD Missouri State will use the court monitoring training kit developed by MADD National for this project. The kit will consist of a CD-ROM, video, how-to manual, notebook, and forms. The Program Specialist will use these training materials to train the volunteers how to monitor DWI courts, document relevant case information, and collect public record data. The volunteer will be given access to the National on-line course after completing the state training.

MONITOR DWI'S IN ALL COURTS:

Volunteer court monitors will observe in their assigned counties at all pertinent phases of the trial or criminal/administrative process. They will record the disposition of each case as well as note the original charge and whether or not the conviction was based on the original charge or a lesser-included crime. They will also note any plea offers in the court. The program will follow each defendant from arraignment through the post-conviction process: jail, probation and/or appeals. This method allows a comprehensive observation of the entire judicial process, including prosecutors, defense attorneys, evidence collected and testimony given by law enforcement officers as well as judicial conduct both in the courtroom and during sentencing. It also allows a post-courtroom look at how the system works following adjudication.

Each volunteer monitor will fill out a worksheet (reporting form) that will be turned into the Project Program Specialist.

DATA COLLECTION:

Following cases in this manner will allow trends to become readily apparent and also show differences in jurisdictions. Issues to address include the effects of court monitoring on:
· The basic disposition of DWI cases (guilty, dismissed, not guilty, guilty of some other offense, amended to a non-moving violation;
· The sanctions imposed;
· How the effect may vary by whether judges are appointed versus elected (i.e. pleas at arraignment, pleas at subsequent appearances, plea bargains, summary judgments, jury trials, deferred judgments);
· Disposition by BAC at time of arrest or refusal;
· Disposition by prior record;
· How the defendant is handled by the system after conviction; and other issues that will evolve through discussions with the expert panel.

PROJECT PERSONNEL:

Program Specialist (Project Director): Bud Balke will oversee all aspects of the court monitoring project, including recruiting, training, and supervising court monitoring volunteers; gather baseline data, compile written reports and statistics on disposition of cases and alcohol-related deaths/injuries/crashes, court monitoring and writing and submitting progress and final reports. He will obtain the monthly project transaction reports, submit the monthly contract reimbursement vouchers, and final year reimbursement reports. Mr. Balke covers the state except for the Saint Louis area.

Program Specialist: Corie Geary, J.D. will oversee and participate in court monitoring in the Saint Louis metro area, which includes Lincoln, Pike, Warren, Jefferson, Ste. Genevieve, Franklin and St. Louis counties. Mrs. Geary will recruit, train, and supervise volunteer monitors, gather baseline data, compile written reports and statistics on disposition of cases and alcohol-related deaths/injuries/crashes, and court monitoring.

SPECIFIC TASKS:

The goal of this project for 2011-2012 will be based on the following timescale:

Month 1: Distribute the previous years data to involved and interested parties or agencies as well as the media.

Months 2-4: Collected and submitted all information for holiday projects or special alcohol enforcement projects for media debut.

Months 4-6: Recruit/Train volunteers, submit progress report to the Traffic and Highway Safety Division.

Months 3-11: Monitor Courts/Collect Data.

Month 4: Progress Report for first quarter due to the Traffic and Highway Safety Division on or before the 15th.

Month 7: Progress Report for second quarter due to the Traffic and Highway Safety Division on or before the 15th.

Month 10: Progress Report for third quarter due to the Traffic and Highway Safety Division on or before the 15th.

Month 12: Analyze Data and Prepare Final Report and Submit

A computerized tracking system is the most effective method of compiling statistical information and providing feedback to the state legislators/safety advocates on the effectiveness and enforceability of the current DWI laws. The systematic documentation that a case-tracking database provides also gives credibility to the court-monitoring program. Courts cannot claim that any organization conducting court monitoring is changing results when the information is systematically recorded into a database. The utilization of a case-tracking database has proven a powerful tool to tighten up a lenient county court or municipal courts system. The database reports show a change in the behavior of the prosecutors and judges as fines and jail sentences have increased and dismissals have decreased.

EVALUATION

Following the conclusion of the project, a final report will be delivered to the project director of the Traffic and Highway Safety Division, documenting the project activities and reporting the effects of the court monitoring/partnership program in each community and overall. The report will set out what components of monitoring worked and what did not work and why. The final report will also conclude whether court monitoring is an effective tool to reduce the number of alcohol-related

fatalities in the communities monitored. A final How-To Guide (in print form and on CD-ROM), court monitoring kit, and training video will be submitted to the Traffic and Highway Safety Division at the conclusion of the project.

In addition to the agency evaluation, the Missouri Highways and Transportation Commission (MHTC) will administratively evaluate this project. Evaluation and requests to fund future projects will not be based solely on attaining Goals and /or Objectives if satisfactory justification is provided.

DWI TOOLBOX TRAINING PROJECT DESCRIPTION:

MADD Gateway's DWI Toolbox is training for law enforcement officials, firefighters, paramedics, judges, prosecutors, victim advocates and anyone who is involved with a DWI arrest or crash in the counties covered by MADD Gateway (St. Louis City, St. Louis, Jefferson, St. Charles, Warren, Lincoln, Franklin, St. Francois and Ste Genevieve Counties). The name of the training, MADD's DWI Toolbox, was formulated on the idea that this is a training hosted on a yearly basis with various speakers and topics that those who attend can continue to put new information into their "toolbox." All of the topics covered will be based on what these officials specifically request. MADD's DWI Toolbox will be a one-and-a-half day training that will be centered on a theme for the entire training. Various speakers will be arranged based on their expertise and the information they can provide to those in attendance. MADD Gateway's (St. Louis) DWI Toolbox training will be evaluated based on the number of those in attendance as well as the feedback we receive from the post-training surveys.

PROBLEM IDENTIFICATION:

The mission of Mothers Against Drunk Driving (MADD) is to stop drunk driving, support victims of this violent crime and prevent underage drinking.

The DWI conviction rate for the Missouri Highway Patrol (only) cases is 41.7% on 9,427 arrests. The BAC conviction percentage rate is 4.3% revealing a total of 46.0% for both. The identified problems are the low DWI conviction rate, the low BAC conviction rate and the high SIS (suspended imposition of sentence) rate.

For 2011-2012 the MADD Missouri Court Monitoring project will focus on and monitor the counties with a conviction rate at or below 23.0% on Highway Patrol arrests. This is an increase of 1.5% from the previous rate of 21.5% from the start of 2007. They are: Cass, Jackson, Jefferson, Lincoln, Pike, St. Louis, Ste. Genevieve, Dade, Hickory, McDonald, Madison, Harrison, Worth and Phelps counties.

Comparing 2010 Missouri alcohol related total crashes to the start of this project in 2004 the alcohol related total crashes shows a decrease of 0.16% of alcohol related crashes of the total counties monitored.

In 1990 the National Highway Traffic Safety Administration (NHTSA) examined court monitoring in the state of Maine (Impact of Court Monitoring on DWI Adjudication, December 1990, DOT HS 807 678). The results showed that court monitoring is an effective tool to affect the adjudication process. In cases where court monitors were present, the conviction rates of DWI/DUI offenders were higher by ten percent and the case dismissal rates were lower by seventy percent. Cases that were monitored showed that an individual's refusal of a BAC test resulted in a higher conviction rate of approximately twenty-five percent over refusal cases that were not monitored. The overall case rate dismissal was nearly ninety percent lower. The study noted that the effects on sentences, in terms of strictness and adherence to the limits set out in statutes, were greatest for drivers with blood alcohol levels (BAC) between .10 and .11 and in cases where the driver had refused a BAC test when monitors were in the courtroom. This was especially true for first time offenders.

MADD conducted a Memorial Day Holiday project in 2006, 2007, and 2008. MADD observed a 50% DWI conviction rate of these specific cases. A new project, if funded, will be the 4th of July Holiday 2012 period. The counties of St. Louis and Cole are the selected targets for this holiday project.

In addition, MADD Missouri carried out a court monitoring project on the weekend DWI arrests resulting from saturation patrols at the Lake of the Ozarks (conducted by the Missouri Highway Patrol in 2007 and 2008). The results were highlighted with a static display at the Lifesavers conference in Nashville, TN in March 2009. The conviction rate was 6% higher than the statewide average of 44.0%. Subsequently, the main volunteer of the project, Julie Harlan, was selected as the "MADD National Court Monitor Volunteer of the Year" for 2009.

In court monitoring programs, volunteers observe, track, and report on court activities related to impaired driving cases. Ideally, they follow cases from arrest through disposition, recording the proportion of cases that are dismissed or reduced down to lesser offenses, the rate of convictions, the sanctions imposed, and whether the sanctions are carried out. Studies of court monitoring programs indicate that monitored cases produced higher conviction rates and stiffer sentences than cases not monitored. Court monitors are able to draw attention to the system's shortcomings.

Conviction rates for impaired driving vary widely from state to state, indicating failures and inconsistencies in case processing systems. The most current study from "It's Time to Get MADD All Over Again - Resuscitating the Nations Efforts to Prevent Impaired Driving" 2002, showed that Connecticut reported in 1998, 72 percent of DWI arrests were adjudicated "other than guilty." By contrast, California reported that 72 percent of DWI arrestees were convicted in 1998. (It's Time To Get MADD All

Over Again - Resuscitating the Nation's Efforts to Prevent Impaired Driving).

Court monitoring has also proven to be a highly effective method of creating ongoing productive discussions between citizens and the judiciary. This makes the courts more accountable to the communities they serve. This dialogue often serves to advance improvements such as identifying shortcomings in the system, recommending solutions and advocating for change in the court system and procedures. MADD Missouri believes that previous court monitoring has empowered and encouraged a number of judicial circuits to consider Drug/DWI courts for their particular area and to begin implementing those processes.

MADD Gateway's (St. Louis) DWI Toolbox Training was created in 2011. In 2012 this training will be planned and conducted at the request of law enforcement, prosecutors, and others who want more training on topics that are in-line with MADD's mission to stop drunk driving, support the victims of this violent crime and prevent underage drinking. MADD Gateway staff and volunteers along with local public safety officials will design and arrange for speakers to provide additional training and information on topics that they need and ask for as well as ones that are not provided at other training throughout the year.

GOALS AND OBJECTIVES:

GOAL:

The goal of the court-monitoring program is to analyze the criminal justice system to determine where breakdowns are occurring in the trials and adjudications of impaired-driving defendants, and offer solutions.

For 2011 - 2012 the MADD Missouri Court Monitoring project will focus on and monitor the counties with a conviction rate at or below 23.0% on Highway Patrol arrests. This is an increase of 1.5% from the previous rate of 21.5%. Those counties are: Cass, Jackson, Jefferson, Lincoln, Pike, St. Louis, Ste. Genevieve, Dade, Hickory, McDonald, Madison, Harrison, Worth, and Phelps.

OBJECTIVES:

MADD Missouri State will measure the success of this goal through the following outcome objectives:

1. To increase the conviction rates of DWI offenders in counties with monitors present;
2. Observe the alcohol fatality and injury rates to determine if conviction rates improve as alcohol fatality and injury crashes decrease in those monitored counties using information from the traffic studies and traffic engineers;
3. Place monitors in courts to record court action from arraignment through post-conviction and create a decrease in the DWI case dismissal rate;
4. Place monitors in courts to bring about an increase in the sentence length for DWI offenders.
5. Provide training for local public safety officials in St. Louis City, St. Louis, Jefferson, St. Charles, Warren, Lincoln, Franklin, St. Francois and Ste Genevieve counties that will educate them on topics involved with DWI arrests and crashes.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
·   Programs (number and success of programs held compared to planned programs, evaluations if available)
·   Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
·   Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
·   Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
·   Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
·   The success of this type of activity in general and this particular project specifically;
·   Whether similar activities should be supported in the future; and
·   Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

MADD has two paid court monitors under this grant; one in Central Missouri and the second is located in St. Louis. Five counties in the Central Missouri area improved their conviction rates after the court monitoring efforts.

Through the St. Louis court monitoring effort 13 courts were monitored with detailed results outlined in a report that is in the project file. The Court Monitor provides training to two interns who assist with monitoring the local courts. Overall, the results of the project are still mixed. There were several issues with actually being able to hear court proceedings. One of the interns was switched from Creve Coeur to Overland Municipal Court because she was unable to hear any of the proceedings after the courtroom was moved around. The monitors found that some of the municipalities actually rely a lot more on the judge to make sentencing determinations rather than how it is normally handled in the county courtrooms. They also observed that the judge and prosecutors have a tendency to remain consistent in their rulings of DWIs.

The MADD Gateway Chapter also coordinated a Toolbox Training. The two-day training was held at Harrah's St. Louis and focused on safety issues with young drivers. Over 150 educators, counselors, school resource officers and others working with youth were in attendance. Some of the sessions included: a panel on social hosting; a panel discussing the transition from high school to college; MADD's Power of Parents program; Generation Y; and a question and answer period with a panel of students.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	$126,127.00	$105,361.42

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PROJECT TITLE:	**PROJECT NUMBER:**
Traffic Safety Resource Prosecutor	12-K8-03-019
PROGRAM AREA:	**JURISDICTION SIZE:**
03	5,000,000
TYPE OF JURISDICTION:	**TARGETED POPULATION:**
Statewide	Statewide
AGENCY NAME:	**AGENCY CONTACT:**
MO Office of Prosecution Services	Mr. Richard Ferrari

PROJECT DESCRIPTION:

This project will provide continuing legal education programs, consultation and assistance in complex prosecutions, technical assistance, and other resources to Missouri prosecutors and law enforcement officers to improve their ability to investigate and prosecute violations of Missouri's traffic safety laws. The Missouri Office of Prosecution Services received contracts from the Division of Highway Safety in fiscal years 2005, 2006, 2007, 2008, 2009, 2010, and 2011 to fund the Traffic Safety Resource Prosecutor project. The MOPS office will continue this project for the upcoming fiscal year.

A) PERSONNEL: MOPS will provide an experienced attorney to serve as the Traffic Safety Resource Prosecutor who will oversee this project. Fifty percent of the TSRP's salary will be paid under this grant and 50 percent of salary will be paid with MOPS funding. This position will also serve as Deputy Director and supervise the activities of a legal assistant whose salary and duties will be allocated 50 percent to the TSRP project and 50 percent to general MOPS programs and activities. The legal assistant will possess education and experience equal to or in excess of a paralegal.

The TSRP project will provide training, technical assistance, reference materials, consultation and assistance with complex prosecutions, and other general guidance to Missouri prosecutors and law enforcement officers. In addition, the TSRP will serve as a liaison with relevant committees, task forces and victim advocacy groups.

The staff under this project will provide technical assistance and serve as a consultants to Missouri prosecutors and law enforcement officers through telephone assistance, email, and personal visits to prosecutor offices as necessary. For this reason, the supporting budget will include amounts for general operations including, but not limited to, phone charges, office and training supplies, equipment, postage, and professional dues.

The staff will remain current on traffic safety issues and problems in Missouri and nationally by visiting prosecutor offices, attending task force and committee meetings, attending local and national traffic safety conferences, and attending meetings with local and national traffic safety partners. For this reason, the supporting budget will include amounts for travel including, but not limited to, attendance at conferences within Missouri, visits to local prosecuting attorney's offices, attendance at task force and committee meetings, assistance in training at Missouri DRE schools, assistance with other prosecutor or law enforcement training, participating in the MOPS statewide and Elected Prosecutor training, attending national traffic safety conferences, attending meetings of the National Association of Prosecutor Coordinators, and attending meetings of Traffic Safety Resource Prosecutors from around the nation.

B) TRAINING PROGRAMS AND EQUIPMENT: MOPS will provide continuing professional education programs for Missouri prosecutors and law enforcement officers to improve their ability to investigate and prosecute traffic safety violations. This will include both basic training for new prosecutors and advanced training to improve the ability to investigate and prosecute more complex cases. The potential training audience will be county prosecuting attorneys and staff, full time municipal prosecutors, law enforcement officers, circuit, associate circuit and municipal judges, and other related traffic safety personnel. The training offered will include, but not be limited, to:

1) a general traffic safety conference available to all Missouri prosecutors and law enforcement officers as well as other traffic safety organizations and professionals;

2) a trial advocacy program focusing on complex traffic safety prosecutions for which will consist of lectures on effective prosecution techniques, particularly focusing on impaired driving issues;

3) a "Protecting Lives, Saving Futures" course for newer prosecutors and law enforcement officers covering basic issues of DWI enforcement and prosecution, and focusing on building relationships and improving communication between prosecutors and officers;

4) a DRE and SFST Recertification and Refresher workshop;

5) half or full-day in-service workshops, scheduled as needed or upon request, for prosecutors and law enforcement officers; and

6) additional workshops or conferences focusing on new or emerging issues, scheduled as necessary.

Costs to be covered will include, but may not be limited to, meeting room expenses, rental of A/V equipment, meals, conference materials and supplies, MOPS staff expenses, speaker fees and travel expenses, and lodging expenses for attendees from the Missouri State Highway Patrol and other agencies that have limited training budgets. Registration fees may be charged for some or all of these programs to cover costs not payable from federal funds.

C) REFERENCE MATERIALS: A major goal of the TSRP Project is to produce and provide quality, up-to-date legal materials to assist prosecutors, law enforcement officers and other traffic safety professionals to more effectively investigate and prosecute traffic safety cases. This will include a newsletter, to be published bi-monthly, with case law, administrative and legislative updates, and development of PowerPoint and other computer based training in the area of traffic safety. The "DWI Resource Manual for Missouri Prosecutors" was completed in FY2011. Funds may be required to update this manual and to produce copies for distribution. This may also include the purchase of manuals or other reference materials that may be necessary or the purchase of transcripts of trials or hearings where new or emerging issues were dealt with or relevant expert testimony was presented. The supporting budget will include amounts for reference materials including, but not limited to, the printing of newsletters and other reference materials, the distribution of reference materials, and the purchase of manuals or other materials.

D) TRAFFIC SAFETY LIAISON ACTIVITIES: The Traffic Safety Resource Prosecutor will also act as a dedicated liaison between the state's prosecutors and the traffic safety community to work for better coordination in the investigation and prosecution of traffic safety violations. It is assumed that no additional resources will be required for these activities.

PROBLEM IDENTIFICATION:

In 2007-2009, of the 475,013 traffic crashes, 2,531 were fatal and 16,312 resulted in serious injury. These fatal and serious injury crashes resulted in the death of 2,830 people and 21,215 serious injuries.

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. During the same time period, there were 24,445 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 817 people were killed and another 3,670 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than these statistics would indicate. Of the 817 people killed in alcohol and other drug-related traffic crashes, 543 were the intoxicated driver/pedestrian and 274 were some other involved party. Of the 3,670 seriously injured, 2,234 were the intoxicated drivers/pedestrians while 1,436 were other persons in the incidents.

Impaired driving and other traffic safety cases can be among the most difficult to prosecute due to the technical and scientific evidence involved and the general inclination of juries to disregard the serious nature of these offenses. Prosecutors often do not have technical expertise in these areas or access to necessary resources.

In contrast, a highly specialized DWI defense bar has developed in Missouri. Because DWI defendants are often willing to spend thousands of dollars to defeat DWI charges, the defense bar has access to training and resources that are out of the reach of most prosecuting attorneys.

Thus, there is a need in Missouri for an accessible source for training, information and other resources on impaired driving and other traffic safety issues. This training needs to be consistent, continual and progressive.

The Traffic Safety Resource Prosecutor Project has provided the necessary training and resources. It is important to continue this project as new issues and challenges are raised almost daily in the prosecution of impaired driving offenses. Moreover, due to high turnover rates in prosecuting attorney's offices, there is a constant stream of new and inexperienced attorneys handling impaired driving cases.

GOALS AND OBJECTIVES:

The goal of this project is to provide continuing legal education programs, consultation and technical assistance to

prosecutors and law enforcement in the state.

Objectives:

1. Conduct minimum of ten (10) training programs for Missouri prosecutors and law enforcement officers.

2. Publish up to six (6) editions of Traffic Safety News.

3. Provide technical assistance as requested.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.The effectiveness of the training provided.

Participants in all training programs will be asked to complete evaluations to rate the effectiveness of the training provided. In addition, the success of this project may be judged on the extent to which multiple jurisdictions around the state are being reached. Records of all persons attending training will be maintained. POST and CLE accreditation will be sought for training where applicable. A log will be kept of all persons requesting technical assistance and/or reference materials.

RESULTS:

This project has historically provided for a dedicated attorney to focus on traffic safety issues, particularly impaired driving, in order to serve as a resource to other prosecutors and law enforcement officers on these issues. In February 2012, however, the incumbent Traffic Safety Resource Prosecutor was made Deputy Director of the Missouri Office of Prosecution Services. As a result, she now divides her time between these two positions. A staff attorney was then hired to assist with the traffic safety resource program. The goals of the program are to present training programs, provide reference materials, act as a traffic safety liaison, and provide technical assistance upon request.

I. Training Programs Provided:

A. DWI/Traffic Safety Conference
The annual DWI/Traffic Safety Conference was held from June 6-8, 2012, in Osage Beach. For the second year, this conference was combined with the annual DRE and SFST Recertification training. The combined conference was attended by a total of 140 people, including 112 law enforcement officers, 22 prosecutors, and 6 other traffic safety advocates. All attendees received training on: Arizona's law enforcement phlebotomy program, defeating the improper SFST argument, defeating common defense challenges, commercial motor vehicle enforcement, traffic stops and vehicle searches, and drugged driving myths. Breakout sessions were offered on: bath salts and plant food, cell phones at crash scenes, choosing the correct chemical sample, e-warrants, DREs as expert witnesses, and investigating and prosecuting the non-DWI serious crash.

B. DWI Bootcamp

The trial advocacy course offered this year was called DWI Bootcamp. This course was held in Columbia from September 19-21, 2012. This course was attended by a total of 31people, all prosecutors or Department of Revenue attorneys. Attendees received training on: standardized field sobriety testing, defeating defense challenges based on the NHTSA manual, electronic search warrants, using motions to protect your case, tactics employed by defense attorneys around the state, the new chemical testing regulations, and making good charging decisions. Attendees also had the opportunity to participate in a controlled drinking workshop.

C. Protecting Lives, Saving Futures
The Protecting Lives, Saving Futures conference was held from March 7-9, 2012, in Columbia. This conference brought together prosecutors and law enforcement officers to receive training on how DWI investigations and prosecutions can be improved with effective communication and teamwork. This training was attended by a total of 30 people, including 21 law enforcement officers and 9 prosecutors. At this conference, attendees received training on detection of impaired drivers, overcoming common defense challenges, writing an effective DWI report, understanding standardized field sobriety testing, understanding HGN, alcohol and drug toxicology, and pretrial preparation in the DWI case. The students also participated in a controlled drinking workshop which allowed them to witness intoxicated subjects performing standardized field sobriety tests.

D. Additional in-service workshops and training programs
Other training programs were offered to prosecutors and law enforcement officers in FY12 by request or where an interest or need was determined to exist. These programs are described below.

1. On October 4, 2011, a webinar was presented entitled "DWI Case Law Update: July-September 2011." This webinar was attended by a total of 63 people, including 34 prosecutors, 24 law enforcement officers, and 5 other traffic safety advocates.

2. On October 11-12 2011, an ARIDE class was presented in conjunction with the Boone County Sheriff's Department. This class was attended by a total of 13 people—10 law enforcement officers and 3 prosecutors.

3. On October 19, 2011, a webinar was presented entitled "Driving While High: Marijuana and Driving Impairment." This webinar was attended by 69 people from several states. Of those, 28 were from Missouri—9 prosecutors, 13 law enforcement officers, and 6 other traffic safety advocates.

4. On November 8, 2011, "The Basics of Commercial Motor Vehicle Enforcement and Prosecution" was presented in Columbia. This class was attended by a total of 47 people—32 law enforcement officers, 13 prosecutors, and 2 other traffic safety advocates.

5. On December 19, 2011, a webinar was presented entitled "Depressants and Driving Impairment." This class was attended by a total of 132 people from several states. Of those, 48 were from Missouri—33 law enforcement officers, 8 prosecutors, and 7 other traffic safety advocates.

6. On December 29, 2011, a webinar was presented entitled "DWI Case Law Update: October-December 2011." A total of 79 people attended this webinar—including 40 prosecutors, 34 law enforcement officers, and 5 other traffic safety advocates.

7. On January 20, 2012, a webinar was presented entitled "Ethical Considerations in DWI Homicides." A total of 62 people attended this webinar, including 44 prosecutors, 17 law enforcement officers, and 1 other traffic safety advocate.

8. On January 25, 2012, a webinar was presented entitled "State v. McNeely: Next Steps." A total of 102 people attended this webinar—21 prosecutors, 74 law enforcement officers, and 7 other traffic safety advocates.

9. On January 26-27, 2012, an ARIDE class was held in conjunction with the Lee's Summit Police Department. This class was attended by 31 people, including 29 law enforcement officers, 1 prosecutor, and one officer from South Dakota.

10. On March 20, 2012, a webinar was presented entitled "Inhalants and Driving Impairment." This webinar was attended by a total of 67 people from several states, 44 of whom were from Missouri—14 prosecutors, 23 law enforcement officers, and 7 other traffic safety advocates.

11. On March 29, 2012, a webinar was presented entitled "DWI Case Law Update: January-March 2012." This webinar was attended by a total of 51 people—20 law enforcement officers, 30 prosecutors, and 1 other traffic safety advocate.

12. On May 17, 2012, a webinar was presented entitled "Dissociative Anesthetics and Driving Impairment." This webinar was attended by a total of 45 people from several states. Of those, 32 were from Missouri—17 law enforcement officers, 8 prosecutors, and 8 other traffic safety advocates.

13. On July 18, 2012, a webinar was presented entitled "Stimulants and Driving Impairment." This webinar was attended by

a total of 57 people from several states. The attendees from Missouri included 26 law enforcement officers, 15 prosecutors, and 3 other traffic safety advocates.

In total, there were 16 training programs presented by the Traffic Safety Resource Prosecutor Program in FY2012 which were attended by a combined total of 844 people in Missouri. This total includes 301 prosecutors, 485 law enforcement officers, and 58 other traffic safety advocates. In addition, another 175 prosecutors and law enforcement officers from several other states received training at no additional cost to the program. In sum, a total of 1,019 people were trained in FY12.

E. Other Training

In addition to the above training programs that were planned and funded with the grant, the TSRP also served as an instructor or arranged for presentations at various seminars as described below.

On February 23, 2012, prepared and presented a lecture on Courtroom Preparation and Testimony at the Drug Recognition Expert school held at the Missouri State Highway Patrol Law Enforcement Academy in Jefferson City.

On February 24, 2012, gave a presentation entitled "Special Considerations in Prosecuting a DWI" at the Prosecutors Bootcamp training hosted by the Missouri Office of Prosecution Services.

In April 2012, the TSRP presented two lectures on the legal aspects of sobriety checkpoints at the Checkpoint Supervisor schools conducted by the Missouri Safety Center. The courses were held April 4 in Columbia and April 6 in Jefferson County. I also facilitated a presentation by another prosecutor at the April 29 class in Platte County.

From July 30-August 2, 2012, served as faculty at the Missouri Office of Prosecution Services annual Trial Advocacy School where I conducted a direct examination of a defendant.

From August 21-23, 2011, attended a meeting of the Traffic Safety Resource Prosecutors from around the country and gave a presentation on planning and conducting webinars.

In August 2012, the TSRP also arranged for two presentations on impaired driving topics to be presented at the Fall Missouri Association of Prosecuting Attorneys conference. One presentation featured the Arizona law enforcement phlebotomy program and the other discussed measurement uncertainty.

II. Reference Materials Produced:

A. DWI Resource Manual for Missouri Prosecutors

The DWI Resource Manual for Missouri Prosecutors was originally produced and distributed to prosecutors and law enforcement officers around the state in January 2011. The initial distribution was via CD. In FY12, the manual was updated to include recent case law and hard copies were printed. Three hundred hard copies of the manual were distributed at the DWI/Traffic Safety and DRE Recertification conference and the Fall Missouri Association of Prosecuting Attorneys conference. Every prosecutor's office in the state now has a hard copy of the manual.

B. Traffic Safety News

Traffic Safety News was published every other month. These newsletters were distributed to prosecutors, law enforcement officers, and other interested traffic safety professionals in November 2011 and in January, March, May, July, and September 2012. These newsletters contained case law and legislative updates, training announcements, and other information and articles pertinent to traffic safety. The newsletters are sent out in electronic format to a list of several hundred individuals. At each training seminar conducted, a list was available for any interested person to sign up for the newsletter.

C. Miscellaneous Reference Materials

In FY12, the TSRP also prepared other reference materials for Missouri prosecutors including a draft motion in limine to preclude the admission of expert testimony on the administration of the SFSTs, an article on warrantless blood draws after McNeely, an article on McNeely and the good faith exception to the exclusionary rule, and a memorandum on the admissibility of the implied consent warning.

III. Traffic Safety Liaison

Another goal of the Traffic Safety Resource Prosecutor Program was to serve as a liaison between the state's prosecutors and the traffic safety community. This goal was achieved through serving as a member of the Impaired Driving and Legislative Subcommittees of the Missouri Coalition for Roadway Safety and the DRE/SFST Advisory Board.

The TSRP also created and chaired the Crime Lab Working Group. This committee is made up of law enforcement officers, prosecutors, laboratory personnel, and other traffic safety advocates and serves as a place where important issues concerning crime lab practices and procedures, toxicology issues, and evidentiary issues regarding lab tests can be shared

and discussed. The task force has met two times to date, on February 1 and June 19, 2012.

She also served on a committee to revise, update and standardize the curriculum for the checkpoint supervisor classes held around the state.

In addition, the TSRP also participated in several local, state and national conferences and meetings, including the IACP International Conference on Drugs and Driving held in Seattle, the Lifesavers Conference held in Orlando, the Spring and Fall Statewide conferences presented by the Missouri Association of Prosecuting Attorneys, the Winter and Summer Conferences of the National Association of Prosecutor Coordinators, and a conference for Traffic Safety Resource Prosecutors conducted by NHTSA.

IV. Technical Assistance

The final goal of the Traffic Safety Resource Prosecutor Program was to provide technical assistance to prosecutors and law enforcement officers upon request. In FY12, approximately 263 requests for technical assistance were received from prosecuting attorney's offices and law enforcement agencies around the state. In response to these requests for assistance, motion responses and research memorandums were drafted, information was provided on expert witnesses, jury instructions were drafted, appropriate charging was discussed, and information and materials were provided on various impaired driving topics.

All major goals of Project Number 12-KB-03-019 were met or exceeded in fiscal year 2012. The Missouri Office of Prosecution Services has been awarded a similar grant for fiscal year 2013 and looks forward to continuing its work to improve the investigation and prosecution of impaired driving cases in Missouri.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	$188,161.16	$130,156.38

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

DRE, BAC, SFST & DRE Conf

PROGRAM AREA:

03

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

MO State Highway Patrol

PROJECT NUMBER:

12-K8-03-020

JURISDICTION SIZE:

5,000,000

TARGETED POPULATION:

All Drivers

AGENCY CONTACT:

Ms. Leigh Ann Falter

PROJECT DESCRIPTION:

The Missouri State Highway Patrol Academy will offer the following training programs and/or attend national training programs:

D.R.E. Recertification Training
D.R.E. Instructor Training
D.R.E. National Annual Conference
D.R.E. School
ARIDE
BAC Type II
BAC Type III
SFST Instructor

For all training programs offered by the Academy, the Academy will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, and provide P.O.S.T. CEU's.

PROBLEM IDENTIFICATION:

In 2007-2009, of the 475,013 traffic crashes, 2,531 were fatal and 16,312 resulted in serious injury. These fatal and serious injury crashes resulted in the death of 2,830 people and 21,215 serious injuries.

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. During the same time period, there were 24,445 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 817 people were killed and another 3,670 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than these statistics would indicate. Of the 817 people killed in alcohol and other drug-related traffic crashes, 543 were the intoxicated driver/pedestrian and 274 were some other involved party. Of the 3,670 seriously injured, 2,234 were the intoxicated drivers/pedestrians while 1,436 were other persons in the incidents.

In order to effectively enforce the traffic laws of the state, Missouri's peace officers must have access to state-of-the-art, credible training in specialized courses and the most current training methods and equipment. This type of training is expensive and also time consuming. Some traffic safety issues, however, are one-time situations that can be addressed with very limited training (passage of new laws, procedural changes, etc).

The Missouri State Highway Patrol Academy has been involved in training peace officers in a wide variety of traffic safety courses including DWI Detection, Blood Alcohol Content (BAC) Type II and Type III, Standardized Field Sobriety Testing (SFST), SFST Instructor, Drug Recognition Expert (DRE) Instructor and Recertification, DRE Basic Training, Website Training, DRE National Conference and Advanced Roadside Impaired Driving Enforcement (ARIDE). Beyond these schools, which have so greatly impacted many of Missouri's police agencies, the Academy has been able to properly train their instructors through the use of limited Highway Safety funds. The funds have ensured the quality of training received by the agencies of our state is up-to-date and credible.

GOALS AND OBJECTIVES:

GOAL:

The goal of this project is to provide technical and advanced level training to law enforcement personnel across the state in the area of impaired driving.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
·   Programs (number and success of programs held compared to planned programs, evaluations if available)
·   Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
·   Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
·   Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
·   Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
·   The success of this type of activity in general and this particular project specifically;
·   Whether similar activities should be supported in the future; and
·   Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Training Division of the Missouri State Highway Patrol had a successful year. The Academy conducted six different alcohol-related schools and sent four officers to the Annual DRE National Conference. A total of 169 students attended these schools and POST continuing education hours were awarded in all the courses presented.

Below is a list of the courses offered and the number of students in each course:
ARIDE - 67
BAC Type II - 17
TAC Type III/SFST - 26
DRE Recertification Training - 24
DRE Basic Training - 20
SFST Instructor - 11

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	$73,216.00	$55,017.32

HS CONTACT:

Jackie Rogers

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:	**PROJECT NUMBER:**
DITEP 2011-12	12-K8-03-021
PROGRAM AREA:	**JURISDICTION SIZE:**
03	5,000,000
TYPE OF JURISDICTION:	**TARGETED POPULATION:**
Statewide	Statewide
AGENCY NAME:	**AGENCY CONTACT:**
Missouri Police Chiefs Association	Director Sheldon Lineback

PROJECT DESCRIPTION:

The Missouri Police Chiefs Association will deliver the 16-hour DITEP training curriculum at ten locations across the state of Missouri to an estimated four hundred educational and law enforcement professionals. The program will develop skills for these professionals to recognize and identify alcohol and drug impairment in the school setting.

One instructor and monitor will be utilized in the delivery of this valuable training program. The instructor will be a DRE who is a SFST or DRE instructor, or a DRE with other verifiable instructor training. At a minimum the instructor candidate must attend the DITEP orientation briefing before teaching the curriculum.

MPCA will provide all educational materials to course participants at no charge.

PROBLEM IDENTIFICATION:

The 2003 National Survey on Drug Use and Health (NSDUH), conducted by the Substance Abuse and Mental Health Services Administration (SAMHSA), indicated that an estimated 19.5 million Americans (8.2% of the population aged 12 or older) had used an illicit drug during the previous month. Drug abuse, whether it involves controlled substances or the misuse of prescription drugs, has permeated almost every level of society to some degree. In 2003, an estimated 11 million people reported driving under the influence of an illicit drug during the past year. As many as 18 percent of 21 year-olds report drugged driving at least once during the past year.

The International Association of Chiefs of Police and the National Highway Traffic Safety Association worked with the states of Arizona, Kansas and New York to develop the Drug Impairment Training for Educational Professionals (DITEP) curriculum. This training is intended to provide school administrators and nurses with a systematic approach to recognizing and evaluating individuals in the academic environment who are abusing and impaired by drugs, both legal and illegal, in order to provide early recognition and intervention.

DITEP is derived from the national Drug Evaluation and Classification Program, a successful law enforcement procedure used to detect drug and alcohol impaired drivers. The methods employed in this training are based on medical and scientific facts. The information is supported by research conducted in both laboratory and field studies. The DEC Program was validated in laboratory studies conducted at the Johns Hopkins University and in the field by the Southern California Research Institute. Although DITEP is not intended to qualify participants as Drug Recognition Experts, it is intended to make participants competent and confident in evaluating and documenting those individuals suspected of abusing drugs in the school setting.

GOALS AND OBJECTIVES:

The goal of this project is to provide alcohol and drug impairment recognition training to education and law enforcement professionals to enhance their skills in order to reduce the incidence of student being impaired by either alcohol or drugs.

Objective 1: Provide DITEP Training at defined locations across the State of Missouri free of charge.
Objective 2: Provide materials and enhance skills of these professionals to reduce student impairment.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Missouri Police Chiefs Association completed all goals and objectives for this project within budget and time frame of the grant:
• MPCA conducted 11 classes;
• Provided training to 303 law enforcement officers and educational professionals from all areas of the state;
• The training was provided free of charge;
• The program provided a total of 4,848 hours of training; and
• MPCA was limited to just 3 instructors in the state that were qualified to instruct the DITEP. By the end of the fiscal year a total of 9 instructors were qualified and recognized to instruct the DITEP program.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	$40,249.49	$29,629.15

HS CONTACT:

Jackie Rogers

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1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Full-Time DWI / Traffic Unit

PROGRAM AREA:

AL

TYPE OF JURISDICTION:

Urban

AGENCY NAME:

Boone County Sheriff's Dept.

PROJECT NUMBER:

12-154-AL-016

JURISDICTION SIZE:

129,098

TARGETED POPULATION:

Impaired Drivers

AGENCY CONTACT:

Sgt. Brian Leer

PROJECT DESCRIPTION:

Project Description information will be captured in the supplemental section.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2007-2009 period, 475,013 traffic crashes occurred in the State. Of those, 0.5% resulted in a fatality and 3.4% involved someone being seriously injured. During the same time period, there were 24,445 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 817 people were killed and another 3,670 were seriously injured.

Boone County and the City of Columbia consistently have problems with drinking-involved crashes. Below are some of the rankings, which show how Boone County and the City of Columbia compare to other Missouri counties and cities in drinking-involved crashes.

* Drinking-Involved Crashes - Boone County ranked 8th / City of Columbia ranked 5th
* Major Disabling Drinking-Involved Crashes - Boone County ranked 7th / City of Columbia ranked 5th
* Fatal Drinking-Involved Crashes - Boone County ranked 8th / City of Columbia ranked 4th

GOALS AND OBJECTIVES:

Goal:
To decrease fatalities involving drivers with .08 BAC or greater by 2% annually to:
- 298 by 2010
- 292 by 2011
- 286 by 2012
- 280 by 2013

Objectives:
1. Participate in the National Impaired Driving Crackdown campaign
2. Participate in the quarterly impaired driving enforcement campaigns
3. Develop and implement a high visibility DWI enforcement plan involving saturation patrols and/or sobriety checkpoints

The goal of the Boone County Sheriff's Department is to continue combating impaired driving and support the state goal of decreasing impaired driving fatalities. During the 2011-2012 grant year, continue to utilize the Full-Time DWI / Traffic Unit to assist in addressing impaired driving in addition to conducting DWI Saturations and Sobriety Checkpoints.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)

3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
5. Attaining the Goals set forth in this contract*
6. Accomplishing the Objectives* established to meet the project Goals, such as:
· Enforcement activities (planned activities compared with actual activities)
· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
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RESULTS:

See Attachments section for Boone County Annual Report

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	$53,403.47	$53,260.48

HS CONTACT:

Jeremy Hodges

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Full-Time DWI/Traffic Unit FY2012 Annual Report

Law enforcement agencies with full-time DWI or Traffic Officers are required to complete and send an annual report for Fiscal Year 2012 (October 2011 – September 30, 2012). Please provide information to the following questions and return to Chris Luebbert by November 9, 2012.

1. What roadways did your agency focus the enforcement details?

   As the crash reports continue to indicate, motor vehicle crashes within Boone County occur on county roadways, state maintained roadways and city streets. The Boone County Sheriff's Department's Traffic Enforcement Unit (including the 2 positions funded by MoDOT grant) is county-wide. The entire Traffic Enforcement Unit conducts enforcement on county roadways (mainly roadways with higher traffic volume or traffic problems), state maintained roadways and areas in and around the edges of the City of Columbia.

   During the late night and early morning hours, Deputy Gabe Edwards and Deputy Robert Paul (the two deputies that were grant funded for the grant year) spent a large amount of their time focusing their enforcement efforts on highly traveled roadways in and around the edges of Columbia as these roadways are conducive for identifying/apprehending impaired drivers.

   Sobriety Checkpoint locations are selected based on safety of the site, DWI arrests in the area, crash statistics for the area, traffic volume, and other factors that would be indicate a likelihood of apprehending impaired drivers. We conducted sobriety checkpoints on county roadways and on state roadways (both inside and outside the city limits of Columbia)

2. What schedule did your officers/deputies work (time of day and day of week)?

   We started off the grant year by scheduling Deputy Mark Winchester and Deputy Robert Paul for 10 hour shifts, within rotations that would give them varying days off. They worked 6:00 PM to 4:00 AM and 8:00 PM to 6:00 AM. When Deputy Gabe Edwards replaced Deputy Mark Winchester we continued this schedule. The problem with this schedule is they would only work 16 days out of a 28 day schedule. When we would have a couple of vacation days or training days in a schedule it didn't take much to make it to where they were each only working about 2 weeks in a 28 day schedule. Also, with this schedule they were on leave part or all of a weekend (Friday and Saturday nights) every other 28 day schedule for an entire schedule. This took them off the road during busy weekend nights. Gabe and Robert also rarely worked together on the same shift with that schedule. After seeing the number of DWI arrests lower than I desired, I did not believe this was the best schedule for Gabe and Robert.

   In June 2012, we changed Robert and Gabe to a 9 hour work day, which has them scheduled to work 18 days in a 28 day schedule. With this schedule, the intent is to have one of them always working from 8:00 PM to 5:00 AM Tuesday night through Saturday night and at least one of them working on 2 Monday nights each schedule. They each have every Sunday night off and each of them have 2 Saturday nights off in a 28 day schedule. The intent is also for them to work together on the same shift at least 3 nights each week. We saw an increase in the number of DWI arrests by Gabe and Robert after switching to this shift.

3. How frequently did supervisors conduct briefings with the full-time unit officers/deputies to discuss operations plans that would impact fatal and injury crashes?

   Due to the fact that the Boone County Sheriff's Department's Traffic Enforcement Unit's four members work varying shifts and rotations, we do not hold formal briefings (excluding briefings for Sobriety

Checkpoints, DWI Saturations, Safety Checkpoints, or Operation Slowdowns) to discuss our plans for addressing fatal and injury crashes. I continually communicate with all members of the Traffic Unit through email, by telephone or in person about what we are doing and what trends we are observing. These communications involve input from all members about locations/areas known to have impaired drivers, hazardous driving, and motor vehicle crashes.

As in previous years, we continue to maintain an excel spreadsheet, which contains the location and details of all of the crashes investigated by our agency. The spreadsheet is maintained in a folder accessible to all members of the Traffic Enforcement Unit. We have also continued maintaining an Excel Spreadsheet to keep track of citizens' traffic complaints. Finally, we continue to communicate within the unit as we justify our enforcement details with statistics from prior arrests and crash data.

4. How did you engage the local community to raise awareness of the purpose of the DWI/Traffic Unit?

Prior to every sobriety checkpoint we host, we send out a press release announcing the upcoming checkpoint. We also send out a post-checkpoint press release after every sobriety checkpoint. Often we get calls from local media for follow-up questions and requests for interviews. This gets the information of our purpose out to many members of the public. We also get several requests for media interviews throughout the year and we speak with the media often about traffic safety.

We also speak at MADD Victim Impact Panels several times a year. Deputy Robert Paul spoke at a Victim Impact Panel on 03/15/2012 and Deputy Gabe Edwards spoke at a Victim Impact Panel on 04/19/2012.

The Boone County Sheriff's Department is an active member within the Central Region Coalition for Roadway Safety. In March of 2012, Deputy Robert Paul and Deputy Gabe Edwards both represented BCSD and the Coalition for Roadway Safety at MSHSAA events at the Mizzou Arena.

5. Please give examples of how the media was used to highlight the DWI/Traffic Unit activities and raise awareness with the public (press releases, TV/radio interviews, newspaper articles, etc.)

Prior to every sobriety checkpoint or safety checkpoint the Boone County Sheriff's Department hosts, we send out a press release announcing the upcoming checkpoint. We also send out a post-checkpoint press release after every sobriety checkpoint and safety checkpoint. We also get several requests for media interviews throughout the year and we speak with the media often about traffic safety.

Here are just a few examples of the press releases we send out and some of the press coverage that we get.

http://www.showmeboone.com/sheriff/Webpublish/PressReleases/2011/112211%20BCSD%20Receives%20Award%20from%20Attorney%20General.pdf

http://www.themaneater.com/stories/2011/12/6/local-law-enforcement-targets-holiday-dwis/

http://www.showmeboone.com/SHERIFF/Webpublish/PressReleases/2011/081911%20Drink%20and%20Drive%20you%20Lose.pdf

http://www.komu.com/news/sobriety-checkpoint-conducted-at-providence-and-mick-deaver/

6. What type of training did your officers/deputies receive this grant year (please list each officer/deputy individually and the training they received)?

Mark Winchester:

October 3-4, 2012 Basic Photography Training

Gabe Edwards:

November 15, 2012 – Monthly SWAT Training
December 1, 2012 - Monthly SWAT Training
December 12 and 13, 2012 – Type II Training
December 14, 2012 – LETS training
January 11-12, 2012 - Grant Meeting
January 5 and 6, 2012 - Basic Photography Training;
January 10, 2012 - Monthly SWAT Training;
January 30, 2012 - Annual Taser Training;
February 7, 2012 - Monthly SWAT Training;
February 13th - February 25th, 2012 - Attended DRE School;
March 5th - March 9th, 2012 - Basic Crash Investigation Training;
April 3, 2012 - Monthly SWAT Training;
April 27, 2012 - Attended Firearms Training;
May 1, 2012 Monthly SWAT Training;
June 6th - June 8th, 2012 – Annual MOPS DWI Conference and DRE Re-certification Training;
June 26, 2012 - Monthly SWAT Training;
July 9th - July 13th, 2012 - Annual LETSAC Conference;
July 23rd - August 3rd, 2012 - Advanced Crash Investigation Training;
August 9, 2012 - DOR Refresher Training;
August 21, 2012 - Monthly SWAT training;
September 5th - 6th, 2012 - Annual CMTOA (SWAT) Training;
September 17th - 28th, 2012 - Crash Reconstruction Training

Robert Paul:

December 14, 2012 - LETS training
January 11-12, 2012 - Grant Meeting
January 14 - February 2, 2012 - Datamaster Type 2
February 3, 2012 - Taser training
February 23, 2012 - Wet Lab for SFST class
March 8, 2012 - MOPS Training
March 14, 2012 - Pursuit Training
March 19 - 22, 2012 - SFST Instructor Training
April 4, 2012 - Checkpoint Supervisor Training
June 6 - 8, 2012 - Annual MOPS DWI Conference and DRE Re-certification Training
July 4, 2012 - DT training
July 9 - 13 - Annual LETSAC Conference
August 1, 2012 - Patrol Tactics training

7. Please provide any changes to personnel working in the DWI/Traffic Unit that occurred this grant year.

Deputy Mark Winchester and Deputy Robert Paul were the two partially grant funded Deputies within the Boone County Sheriff's Department at the beginning of the 2011-2012 grant year. Deputy Mark Winchester only worked this assignment for the first 22 days of October 2011 and he was re-assigned to patrol. Deputy Gabriel Edwards replaced Deputy Mark Winchester within the Traffic Unit at that time.

8. Do the officers in this unit work any type of non-traffic related duties (hours per month)? Please explain.

Deputy Robert Paul and Deputy Gabe Edwards have other part-time assignments within our organization; therefore they work non-traffic related hours each month. Each deputy typically gets anywhere from 11 to 50 hours of overtime each month as well. They will work overtime opportunities, such as MU football details, but those types of overtime details are not part of their regular working hours. As noted above in question 6, both deputies spent a significant number of hours during the 2011-2012 grant year in training, most of which was traffic enforcement/traffic safety related. The non-traffic related hours of work are significantly less than 50% of their regular hours worked each month.

Robert is a Crime Scene Investigator for our department. Robert will also occasionally work a special event detail, such as a town festival or traffic control for the Central Missouri Honor Flight. Robert worked at least one day during the last grant year as part of a drug interdiction detail.

Gabe is a member of our department's SWAT team. Gabe will usually spend at least 9 hours each month at SWAT training and normally one month a year he will attend a 3 day training event for SWAT. Gabe also assists with the maintenance and programming of our police radios and in-car camera system; however, these duties require much less than an average of 8 hours per month.

In looking at the monthly reports for two partially grant funded positions for the 2011-2012 grant year, here are the yearly totals. Things such as report writing and any other activities that may be related to their DWI enforcement go under "Other Hours".

Hours on Enforcement	2731
Hours in Court	36
Hours in Training	794
Hours on Leave	248
Hours in Outreach	33
Other Hours	829
Total	4671

9. Was any of the equipment purchased with Highway Safety grant funds damaged and/or replaced this grant year?

There was one patrol vehicle (which was originally purchased with grant money several years ago) that was taken out of service by BCSD. Rather than being disposed of at auction as other vehicles are disposed, that particular vehicle was transferred to another department, Adult Court Services, which is still within Boone County.

10. At the Full Time Unit Workshop held in January 2012 each unit was informed they must host a minimum of six sobriety checkpoints each year (though strongly encouraged to host twelve). Please list the dates and locations of the sobriety checkpoints hosted by your agency. Please list the dates, locations, and host agency of sobriety checkpoints your agency assisted at.

BCSD Hosted Checkpoints:
October 28, 2011 – 1300 block Prathersville Rd (Columbia, MO)
December 2, 2011 – 3600 block Vawter School Rd (Columbia, MO)
February 25, 2012 – 6700 block Highway VV (Columbia, MO)
April 4, 2012 – 1300 Prathersville Rd (Columbia, MO) * for Safety Center Checkpoint Supervisor Class
May 5, 2012 – Highway WW / Rolling Hills Rd
July 7, 2012 – Route B / Low Crossing Rd
September 28, 2012 – Providence Rd / Mick Deaver Drive

Other Hosts / BCSD Participated:
October 14, 2011 – City of Hallsville – Hallsville PD Checkpoint
March 16, 2012 – 2900 Clark Lane – CPD Checkpoint
May 4, 2012 – City of Hallsville – Hallsville PD Checkpoint
July 6, 2012 – City of Hallsville – Hallsville PD Checkpoint
August 24, 2012 - CPD Checkpoint – University Avenue

11. Please list each officer/deputy individually and the number of vehicle stops, DWI arrests, HMV citations, and seatbelt citations they had during the grant year.

Deputy Mark Winchester (Oct 1-22, 2011)		
	Under Full Time Grant	Total
Traffic Stops	22	27
DWI	3	3
Seatbelt Citations	0	0
Other HMV	0	0

Deputy Gabe Edwards (Oct 23, 2011 - Sept 30, 2012)		
	Under Full Time Grant	Total
Traffic Stops	386	428
DWI	88	96
Seatbelt Citations	0	0
Child Restraint	4	4
Stop Sign Viol	3	4
Failed to Yield	1	2
C&I	4	9
Speed	28	30
DUS/DUR	17	20
No Ops	1	1
No Insurance	4	7
Other HMV	23	See Attachment

Deputy Robert Paul		
	Under Full Time Grant	Total
Traffic Stops	792	833
DWI	51	54
Seatbelt Citations	39	46
Child Restraint	4	6
Stop Sign Viol	2	2
Signal Light Viol	4	4
C&I	2	3
Speed	195	215
DUS/DUR	26	28
No Ops	12	12
No Insurance	23	23
Other HMV	13	See Attachment

12. Has your county/city had an increase or decrease in fatal and injury crashes the past three years? If you're experiencing an increase please explain your strategy to reduce them.

We have experienced a decline in fatal crashes over the past 3 years; however, we have experienced an increase year to date in 2012. There doesn't seem to be a common theme with the 2012 fatal crashes except many of them were not wearing their safety belts. All of them have occurred on state maintained roadways or on city streets within Columbia. Regarding injury crashes, we have experienced a steady decrease from 2009 to 2011, but I do not have the number of injury crashes year to date for 2012.

Here are the yearly totals.

Total Fatal Crashes	Injury Crashes
2009 – 17	2009 – 918
2010 – 11	2010 – 824
2011 – 8	2011 – 747
2012 – 13 YTD as of Nov. 3, 2012	

The Boone County Sheriff's Department intends on continuing to focus on the basics that got us to the lower numbers over the past several years. We will continue to have a heavy DWI enforcement presence within Boone County through pro-active DWI enforcement, Sobriety Checkpoints and DWI Saturation Patrols. Two of the 13 fatal crashes so far in 2012 have been alcohol related and it is unknown if alcohol was involved in 5 of the 13 fatal crashes. Six of the 13 fatal crashes involved persons not wearing their safety belts, so I will be asking our deputies to step up their focus and their enforcement of seat belt violations. We know that most fatal crashes involve speeding, substance use/abuse and other hazardous moving violations, so we will also be continuing to conduct our Slowdown Operations, our Safety Checkpoints and our regular enforcement of violations observed all around Boone County.

13. Are there any resources or information that the Highway Safety Office can provide to your agency to help with traffic safety improvements?

We have asked for grant money for Speed Sensing/Display Sign; however, we have been denied. I believe this would help raise awareness of speeding violations (a common contributing factor in many injury/fatal crashes) and would better help us track problem times in various areas with the sign's ability to collect data. We could also utilize this sign to obtain good traffic counts in areas to determine the traffic volumes for regular enforcement and special enforcement projects.

As with anything, we understand money is the limiting factor with a lot of things. Other than equipment or possibly paying 100% for additional enforcement positions, the Highway Safety Office has assisted us with all of our needs.

Please send to Chris Luebbert by 11/9/2012:

Email: Christopher.Luebbert@modot.mo.gov
Fax: (573) 634-5977

Enforcement Statistics

Program:	TRAFFIC ENFORCEMENT APPLICATION		Fiscal Year:	2012
Agency:	Boone County Sheriff's Dept.			
Project:	Full-Time DWI / Traffic Unit		Project Number:	12-154-AL-016

Enforcement Period Start Date:	10/1/2011	Enforcement Period End Date:	9/30/2012

Enforcement Activity:	SUMMARY

		Warnings	
DWI Alcohol Arrests:	138		
DUI Drug Arrests:	10	Warn Following Too Close:	18
Following too Close:	0	Warn Stop Sign:	17
Stop Sign Violation:	5	Warn Signal Light Violation:	9
Signal Light Violation:	4	Warn Fail To Yield:	4
Fail to Yield:	1	Warn C & I Driving:	7
C & I Driving:	6	Warn Speeding:	279
Speeding:	224	Warn Other HMV:	472
Other HMV:	36	**Total HMV Warnings**	**806**
Total HMV	**424**		

Shaded areas are not included in totals.		Warn Seat Belt	0
Seat Belt:	39	Warn Child Restraint:	0
Child Restraint:	8	*Warn MIP Violations:*	*0*
MIP Violations:	*20*	*Warn Open Container:*	*0*
Open Container:	*0*	*Warn Zero Tolerance:*	*0*
Zero Tolerance:	*7*	*Warn Fake ID:*	*0*
Fake ID:	*0*	*Warn Other Liquor Law:*	*0*
Other Liquor Law:	*1*	Warn Suspended/Revoked Licenses:	0
Suspended/Revoked Licenses:	43	Warn No Operator's License	1
No Operator's License:	13	Warn Uninsured Motorist:	0
Uninsured Motorist:	27	Warn Other NON-HMV Violations:	287
Felony Arrests:	*14*	**Total NON-HMV (Warnings)**	**288**
Drug Arrests:	*16*	**Total Violations (Warnings)**	**1,094**
Stolen Vehicles Recovered:	*2*		
Fugitives Apprehended:	*18*		
Other Non-HMV Violations:	55		
Total Non-HMV	**185**		
Total Violations (Citations)	**609**		

Program:	TRAFFIC ENFORCEMENT APPLICATION		Fiscal Year:	2012
Agency:	Boone County Sheriff's Dept.			
Project:	Full-Time DWI / Traffic Unit		Project Number:	12-154-AL-016

Number of Sobriety Checkpoints: 10

BAC Given: 164 Refused: 25

Field Tested SFST: 246

Drug Influence Evaluation: 8

Blood Draws: 30

DWI Arrests Ages:

16-20	21-29	30-39	40-50	50+
16	66	37	18	11

Number of Vehicle Stops: 1,215

Number of Hours: 4,671

Enforcement Cost: 0.00

Performance

Stops Per Hour: 0.26

Cost Per Citation: 0.00

Cost Per Stop: 0.00

Media Coverage:

[ ] Radio	[ ] TV	[X] News Releases	[ ] Press Conference	[ ] Web Site	[ ] Print Media

Other:

Location, activity or comments:

Youth Alcohol Only

Party Calls:	0
Disturbances:	0
Compliance checks:	0
Number of Contacts:	0

Full Time Grant-Funded Units

Hours on Enforcement:	2,731
Hours in Court:	36
Hours in Training:	794
Hours on Leave:	248
Hours in Outreach:	33
Other Hours:	829
Total Hours:	**4,671**

Reporting Officer's Name:

PROJECT TITLE:

Full Time DWI Enforcement Unit

PROGRAM AREA:

03

TYPE OF JURISDICTION:

Urban

AGENCY NAME:

Columbia Police Dept.

PROJECT NUMBER:

12-K8-03-049

JURISDICTION SIZE:

78,915

TARGETED POPULATION:

Impaired Drivers

AGENCY CONTACT:

Sgt. Curtis Perkins

PROJECT DESCRIPTION:

Project Description information can be viewed in the Supplemental Information section.

PROBLEM IDENTIFICATION:

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2007-2009 period, 475,013 traffic crashes occurred in the State. Of those, 0.5% resulted in a fatality and 3.4% involved someone being seriously injured. During the same time period, there were 24,445 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 817 people were killed and another 3,670 were seriously injured.

GOALS AND OBJECTIVES:

Goal:
To decrease fatalities involving drivers with .08 BAC or greater by 2% annually to:
·   298 by 2010
·   292 by 2011
·   286 by 2012
·   280 by 2013

Objectives:
1. Participate in the National Impaired Driving Crackdown campaign
2. Participate in the quarterly impaired driving enforcement campaigns
3. Develop and implement a high visibility DWI enforcement plan involving saturation patrols and/or sobriety checkpoints

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Law enforcement compliance with state UCR, Racial Profiling, and STARS reporting requirements (law enforcement contracts only)
2. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
3. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
4. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
5. Attaining the Goals set forth in this contract*
6. Accomplishing the Objectives* established to meet the project Goals, such as:
·   Enforcement activities (planned activities compared with actual activities)
·   Programs (number and success of programs held compared to planned programs, evaluations if available)
·   Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
·   Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)

· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
7. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

1.   What roadways did your agency focus the enforcement details?

It was City wide enforcement.

2.   What schedule did your officers/deputies work (time of day and day of week)?

They worked four 10 hour shifts from 9 pm to 7 am. The days off rotate giving them an occasional weekend off.

3.   How frequently did supervisors conduct briefings with the full-time unit officers/deputies to discuss operations plans that would impact fatal and injury crashes?

There were meetings approximately every other month to discuss enforcement and other traffic related plans. There were many meetings discussing plans for sobriety checkpoints and extra DWI saturation patrols.

4.   How did you engage the local community to raise awareness of the purpose of the DWI/Traffic Unit?

There were several press releases sent out detailing enforcement details during statewide saturation events and checkpoints. I did several interviews throughout the year with tv stations and print media on DWI and mentioned our DWI Unit. We also did interviews with journalism students. The DWI unit was mentioned in various traffic safety presentations such as victim impact panels, young driver presentations, and safe driving presentations.

5.   Please give examples of how the media was used to highlight the DWI/Traffic Unit activities and raise awareness with the public (press releases, TV/radio interviews, newspaper articles, etc.)

Press releases were done during the statewide enforcement campaigns. There were many interviews with local tv stations and print media.

6.   What type of training did your officers/deputies receive this grant year (please list each officer/deputy individually and the training they received)?

Officer Nate Turner: DWI/DRE Refresher Conference, LETSAC Conference
Officer Lori Simpson: DWI/DRE Refresher Conference, LETSAC Conference

7.   Please provide any changes to personnel working in the DWI/Traffic Unit that occurred this grant year.

· None

8.   Do the officers in this unit work any type of non-traffic related duties (hours per month)? Please explain.

There is mandatory in-service training during the course of the year. This averages at most 2 to 4 hours depending on the month. The officers, due to the hours they work, often help on other non-traffic related calls such as large disturbances in the downtown area. They often assist with emergency calls such as robbery in progress calls when they are in the area of the call or requested for assistance by supervisors. Once the scene is stabilized, they are released from the assistance with these calls. I would estimate these calls account for approximately 2 to 4 hours per month (with some months accounting for more such as the fall after MU Home football games).

9.   Was any of the equipment purchased with Highway Safety grant funds damaged and/or replaced this grant year?

None

10. At the Full Time Unit Workshop held in January 2012 each unit was informed they must host a minimum of six sobriety

checkpoints each year (though strongly encouraged to host twelve). Please list the dates and locations of the sobriety checkpoints hosted by your agency. Please list the dates, locations, and host agency of sobriety checkpoints your agency assisted at.

Checkpoints for 2011/2012
•Hallsville Police Department, October 2011
• Boone County Sheriff Dept, December 2nd, 2011
• Columbia Police Department, December 9th &10th, 2011, University Ave/Matthews
• Boone County Sheriff Dept, February 27th, 2012
• Columbia Police Department, March 16 & 17th, 2012, Clark Ln/Hwy 63 Connector
• Hallsville Police Department, May 4, 2012
• Boone County Sheriff Dept, May 5, 2012
• Columbia Police Department, May 11, 2012, Rock Quarry Rd/Capen Park
• Columbia Police Department, July 6, 2012, MO 763 (Range Line)/Blue   Ridge
• Boone County Sheriff's Dept, July 7 2012
• Columbia Police Department, August 2012, Broadway/Old Hwy 63
• Multi-Jurisdictional checkpoint with Boone County, Columbia PD, MUPD, & MSHP, September 28, 2012, MO 740 (Providence/Mick Deaver)

11. Please list each officer/deputy individually and the number of vehicle stops, DWI arrests, HMV citations, and seatbelt citations they had during the grant year.

Officer Nate Turner: 136 DWI arrests, 320 summons for Hazardous Moving Violations, 0 Seatbelt Violations, 1,076 stops
Officer Lori Simpson: 118 DWI arrests, 149 summons for Hazardous Moving Violations, 1 Seatbelt Violation, 5 Child Restraint violations, 492 stops

12. Has your county/city had an increase or decrease in fatal and injury crashes the past three years? If you're experiencing an increase please explain your strategy to reduce them.

We have experienced a decrease in fatalities compared to several years ago. In 2009 we had 10 killed in fatal crashes. In 2010 we had two fatal crashes. In 2011 we had 5 killed in three fatal crashes. In 2012, we have had three fatal crashes. We continue to enforce hazardous moving violations, impaired driving (alcohol and drug intoxication), while doing education and working with traffic engineers to improve the roadways.

13. Are there any resources or information that the Highway Safety Office can provide to your agency to help with traffic safety improvements?

None

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	$67,735.52	$67,732.77

HS CONTACT:

Jeremy Hodges

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

Enforcement Statistics

Program:	TRAFFIC ENFORCEMENT APPLICATION	Fiscal Year:	2012
Agency:	Columbia Police Dept.		
Project:	Full Time DWI Enforcement Unit	Project Number:	12-K8-03-049

Enforcement Period Start Date:	10/1/2011	Enforcement Period End Date:	9/30/2012

Enforcement Activity: SUMMARY

		Warnings	
DWI Alcohol Arrests:	260	Warn Following Too Close:	0
DUI Drug Arrests:	10	Warn Stop Sign:	3
Following too Close:	3	Warn Signal Light Violation:	4
Stop Sign Violation:	7	Warn Fail To Yield:	1
Signal Light Violation:	10	Warn C & I Driving:	30
Fail to Yield:	10	Warn Speeding:	439
C & I Driving:	64	Warn Other HMV:	79
Speeding:	388	**Total HMV Warnings**	**556**
Other HMV:	83		
Total HMV	**835**		

Shaded areas are not included in totals.		Warn Seat Belt	3
Seat Belt:	0	Warn Child Restraint:	0
Child Restraint:	1	*Warn MIP Violations:*	*6*
MIP Violations:	*13*	*Warn Open Container:*	*0*
Open Container:	*0*	*Warn Zero Tolerance:*	*0*
Zero Tolerance:	*1*	*Warn Fake ID:*	*0*
Fake ID:	*1*	*Warn Other Liquor Law:*	*0*
Other Liquor Law:	*0*	Warn Suspended/Revoked Licenses:	1
Suspended/Revoked Licenses:	32	Warn No Operator's License	0
No Operator's License:	9	Warn Uninsured Motorist:	3
Uninsured Motorist:	14	Warn Other NON-HMV Violations:	359
Felony Arrests:	*7*	**Total NON-HMV (Warnings)**	**366**
Drug Arrests:	*18*	**Total Violations (Warnings)**	**922**
Stolen Vehicles Recovered:	*2*		
Fugitives Apprehended:	*22*		
Other Non-HMV Violations:	45		
Total Non-HMV	**101**		
Total Violations (Citations)	**936**		

Thursday, November 29, 2012

Program:	TRAFFIC ENFORCEMENT APPLICATION		Fiscal Year:	2012
Agency:	Columbia Police Dept.			
Project:	Full Time DWI Enforcement Unit		Project Number:	12-K8-03-049

Number of Sobriety Checkpoints: 13

BAC Given: 224   Refused: 36

Field Tested SFST: 470

Drug Influence Evaluation: 24

Blood Draws: 23

DWI Arrests Ages:

16-20	21-29	30-39	40-50	50+
25	175	37	20	12

Number of Vehicle Stops: 1,644

Number of Hours: 2,786

Enforcement Cost: 51,103.68

Performance

Stops Per Hour: 0.36

Cost Per Citation: 30.47

Cost Per Stop: 33.36

Media Coverage:

	Radio	4	TV	6	News Releases		Press Conference		Web Site	5	Print Media

Other:

Location, activity or comments:

Youth Alcohol Only

Party Calls: 0

Disturbances: 12

Compliance checks: 0

Number of Contacts: 5

Full Time Grant-Funded Units

Hours on Enforcement: 2,219

Hours in Court: 54

Hours in Training: 263

Hours on Leave: 456

Hours in Outreach: 27

Other Hours: 488

Total Hours: **3,507**

Reporting Officer's Name:

PROJECT TITLE:

Alcohol Impaired Driving Countermeasures

PROGRAM AREA:

AL

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Missouri Safety Center

PROJECT NUMBER:

12-154-AL-085

JURISDICTION SIZE:

5,000,000

TARGETED POPULATION:

Law Enforcement

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

The Missouri Safety Center, University of Central Missouri, will coordinate the breath alcohol instrument lab operations, standardized field sobriety testing program, sobriety checkpoint supervisor training and the breath alcohol ignition interlock monitoring program.

The Missouri Safety Center will perform the following program activities as part of this contract:

•Continue to provide necessary or requested service, repairs and maintenance to law enforcement agency breath alcohol testing instrumentation.

•Continue the on-going efforts of partial replacement of law enforcement agency breath alcohol testing instruments each year.

•Print and distribute, as requested, instrument specific evidence tickets to state and local law enforcement agencies.

•Upon request and as available, provide Missouri's law enforcement academies with breath alcohol testing instrumentation.

• Provide coordination, expert testimony and consultation to agencies across the state in the area of breath alcohol testing, standardized field sobriety testing, sobriety checkpoints and breath alcohol ignition interlock.

•Maintain a master of the latest NHTSA SFST curriculum and Missouri DWI law and provide to all current SFST Instructors electronically.

•Maintain a database of Missouri SFST certified instructors.

•Maintain a database of Missouri 24-hour SFST trained officers.

•Annually monitor 90 percent of the ignition interlock manufacturers, installers and service providers to ensure compliance with all BAIID State statutes and rules. These inspections will include evaluation of the wet bath or dry-gas simulators, as well as the temperature of the simulators for compliance by use of a National Institute of Standards and Technology (NIST) trace thermometer.

•Monitor the ignition interlock installers and authorized service providers for proper reporting requirements.

•Hold meetings, as necessary, with the representatives of the certified ignition interlock devices concerning their inspection reports, and possible rule changes to the IID Program in Missouri.

•Work with MoDOT and DOR to develop/establish a testing process for the ignition interlock devices to ensure that the devices are programmed according to the administrative rules.

•Continue the on-going efforts to upgrade/repair or replace wet bath simulators as needed.

•Continue to provide mouthpieces for testing on the breath alcohol instruments.

•Assist with the Drug Recognition Expert program to include the ARIDE training when time/funding permits.

•Maintain a database of the Type II Supervisors trained through UCM and keep them updated with new case law or legal changes as needed.

TRAINING:

The Missouri Safety Center will provide training to Missouri law enforcement officers who meet the requirements under Missouri statutes for Peace Officer Standards and Training (POST). Students and/or their departments will be responsible for costs associated with travel and lodging. In addition, Missouri Safety Center will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, and provide POST CEU's.

The following training will be offered:

•Conduct Type II Supervisor training for up to 50 Missouri law enforcement officers, taught only in Warrensburg, MO. This is part one of a two-part course designed to provide law enforcement officers the Department of Health training necessary to administer and maintain a breath alcohol testing instrument at a local law enforcement agency. Part one (40 hours) covers the administration and maintenance issues of maintaining a breath alcohol testing instrument. The Type II instructional materials and presentations will be provided to students on a mass storage device. During the class they will be provided a print copy of the manual for reference to be exchanged for the mass storage device at the end of the class.

•Conduct Type II instrument specific lab training for up to 90 Type II Supervisors. Taught as part two (16 hours) of the Type II mandatory portion for agency specific breath instruments, or as additional instrument training for existing Type II's requesting new instrument certification.

•Conduct Type II Update training for up to 400 Type II Supervisors using traditional classroom and on-line delivery methods in an effort to make training more accessible and increase effectiveness (150 classroom and 250 on-line). This 8-hour update course is designed for officers who possess a valid TYPE II permit issued by the Missouri Department of Health and Senior Services. The course will inform attendees of the latest rulings of Missouri's courts as well as, new statutes, regulations and developments that may affect the handling of DWI arrests. Course length will be up to eight hours and will vary based on content and delivery method. Attendees will gain a better understanding of the legal process of DWI cases and tools to help make their efforts more efficient. Other topics of discussion will include possible additions to Missouri's approved list of breath alcohol testing instruments, Type III standardized curriculum, a review of basic concepts and a look at what's new in the field of breath alcohol.

•Conduct Type III Operator training for up to 140 Missouri law enforcement officers, throughout the state. This is part one (32 hours) of a two part course designed to provide law enforcement officers the Department of Health training necessary to operate a breath alcohol testing instrument at a local law enforcement agency, covering breath alcohol instrument operation as well as SFST and DWI law.

•Conduct Type III instrument specific lab training for up to 180 Type III Operators. This is part two (4 hours) of the two part Type III Operator's course as mandatory certification for agency specific breath instrument(s). Pending a new instrument ruling by the Dept. of Health, additional (4 hour) Type III Operator Labs will be required to update all Type IIIs.

•Conduct 36-hour SFST Instructor training for up to 25 officers. The SFST Instructor Course is a train-the-trainer course designed for officers who wish to become certified SFST Instructors and teach others how to administer and score the SFST battery. The emphasis of the course is on how to teach SFST. Students are required to have a thorough and above average knowledge of all aspects of SFSTs and be proficient in administering and scoring the SFSTs prior to attending.

•Conduct 24-hour SFST Basic training for up to 250 Missouri officers. Designed to provide law enforcement officers the opportunity to develop the practical SFST skills needed for successful apprehension and conviction of impaired drivers. Students who successfully complete this course will be able to properly administer and score the standard SFST battery. These courses meet or exceed the 8-hour HGN requirement as per Hill v. State of Missouri and will be delivered across the state.

•Conduct 4-hour NHTSA Refresher training for up to 200 SFST trained officers. The goal of the SFST Refresher is to improve the overall consistency and administration of the SFST test battery. Officers will be able to refresh their skills, recognizing and interpreting evidence of DWI, administering and interpreting the scientifically validated sobriety tests, and information regarding recent case law and research studies.

•Conduct 2-hour SFST Instructor Update training for up to 100. This course is designed as an SFST Instructor curriculum update pending and based on the release of an updated NHTSA SFST model curriculum.

•Conduct Breath Alcohol Ignition Interlock Device training courses and awareness presentations for law enforcement personnel, as well as other interested individuals and organizations involved in the criminal justice system.

•Conduct two standard (11-hour high manpower) Sobriety Checkpoint Supervisor Training courses, held on location at a host law enforcement agency recognized for their success and efficiency with conducting sobriety checkpoints. This course is designed to provide law enforcement field supervisors from medium to large agencies with the knowledge and skills necessary to successfully conduct sobriety checkpoints within their own jurisdictions. A primary component of this training program includes an actual sobriety checkpoint conducted by the host law enforcement agency. These courses will train up to 60 law enforcement officers.

•Conduct one combination (8-hour high/low-manpower) Sobriety Checkpoint Supervisor Training course, held on location at a host law enforcement agency recognized for their success and efficiency with conducting sobriety checkpoints. This course is designed to provide law enforcement field supervisors from medium to large agencies, as well as smaller agencies in more rural areas, with the knowledge and skills necessary to successfully conduct sobriety checkpoints within their own jurisdictions. A primary component of this training program includes an actual sobriety checkpoint conducted by the host law enforcement agency. This course will train up to 20 law enforcement officers.

•Conduct Breath Alcohol Ignition Interlock Device training and awareness presentations for law enforcement personnel, as well as other interested individuals and organizations involved in the criminal justice system.

PERSONNEL:

The Missouri Safety Center will provide four full-time professional staff and one support staff to perform the following duties as part or in total of their overall duties for the Missouri Safety Center:

AIDC Professional Staff #1, Robert Welsh at 80% of salary and fringe at $60,797 (*match = $15,199). AIDC Professional Staff #2, Tracey Durbin at 50% of salary and fringe at $31,711.50 (*match = $31,711.50). AIDC Professional Staff #3, Don Deboard at 100% of salary and fringe at $44,513.55 (*match = $0). The Missouri Safety Center will utilize graduate assistants and student workers on an hourly basis to serve as support staff when conducting activities directly related to this grant at a cost of $8,500.

PROBLEM IDENTIFICATION:

In 2007-2009, of the 475,013 traffic crashes, 2,531 were fatal and 16,312 resulted in serious injury. These fatal and serious injury crashes resulted in the death of 2,830 people and 21,215 serious injuries.

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. During the same time period, there were 24,445 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 817 people were killed and another 3,670 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than these statistics would indicate. Of the 817 people killed in alcohol and other drug-related traffic crashes, 543 were the intoxicated driver/pedestrian and 274 were some other involved party. Of the 3,670 seriously injured, 2,234 were the intoxicated drivers/pedestrians while 1,436 were other persons in the incidents.

It should be obvious that impaired driving is a serious public health concern because it puts not only the driver at risk, but also passengers and others who share Missouri's roads. Impaired driving imposes enormous costs on our society. Families, health care, the legal system, insurance companies and the general public all pay the price for impaired drivers. There are, however, effective methods of combating this crisis that include training, testing, enforcement, and monitoring.

GOALS AND OBJECTIVES:

GOALS:

1) To reduce deaths and injuries associated with crashes involving alcohol impaired drivers; and

2) To increase DWI arrests and conviction rates through the use of technology and training of law enforcement personnel, Department of Revenue attorneys, prosecutors, judges and others associated with the DWI apprehension/arrest/adjudication process.

OBJECTIVES:

1) Provide breath alcohol instrument placement, maintenance and service across the State of Missouri.

2) Provide technical training to law enforcement officers and others in the criminal justice system in the area of breath alcohol instruments, standardized field sobriety testing, breath alcohol ignition interlock and sobriety checkpoint supervisor.

3) Provide coordination, expert testimony and consultation to agencies across the state in the area of breath alcohol testing, standardized field sobriety testing, sobriety checkpoints and breath alcohol ignition interlock.

4) Work with MoDOT, Missouri Department of Revenue and Missouri Courts to monitor breath alcohol ignition interlock manufacturers/service centers for compliance with RSMo 577.600 - 577.614 and 7 CSR 60-2.010 - 7 CSR 60-2.060.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The Missouri Safety Center repaired and/or serviced 126 breath alcohol instruments in the state. In addition, staff assisted the Missouri Department of Revenue in both DOR attorney training and regional legal update training. This training reached over 400 law enforcement officers statewide.

Training provided under the grant included:

* Conducted a total of five (5) Type II Supervisor Courses training 49 Supervisors
* Conducted four (4) Type II Intoxilyzer 5000 Labs training 14 students
* Conducted five (5) Type II Datamaster Labs training 32 students
* Conducted four (4) Type II AS-IV w/printer Labs training 15 students
* Conducted two (2) Type III Operator Courses at MSC training 18 Operators
* Conducted six (6) Type III Operator Courses (regionally) training 66 Operators

Type II Update: Due to the continued delay in the promulgation and approval of new breath alcohol rules, there were no Type II Updates conducted this grant period. The new rules go into effect Dec 30, 2012.

Breath Alcohol Ignition Interlock Device Program:
Presented ignition interlock training at the DWI Court training in Jefferson City in May. Presented ignition interlock classes for Type II in April and June. Conducted a Type III class and ignition interlock class at HSIP in August.

Standard Field Sobriety Testing Program:
Note: Some SFST specific goals were not met, due in part to a needed personnel change in State Coordinators which occurred in February of 2012; and no new curriculum being produced by NHTSA.

SFST Instructor:
Conducted one SFST Instructor Course training 13 new instructors.

24-hour SFST Course:
Conducted 9 courses training 68 practitioners.

4-hour SFST Refresher:
Conducted 3 courses training 41 practitioners.

2-hour SFST Instructor Refresher:
None conducted due to lack of change in NHTSA curriculum.

SFST/Type III Combo course: (only pilot course was conducted)
Conducted 1 course training 3 new practitioners

Sobriety Checkpoint Supervisor Training:
Conducted two courses training 44 new supervisors.

Low Manpower Sobriety Checkpoint Supervisor Training:
Conducted one course training 30 new supervisors.

Breath Alcohol Ignition Interlock Device Program:
Completed 140 inspections, accounting for 80% of the 177 approved install locations statewide. All locations passed the inspections. Some minor infractions existed but were able to be corrected on site.

Examples of the minor infractions were:
1) Infraction - the installer allowed a client or other individual to watch the install.
Corrective action - the installer was advised that the action was in violation of CSR and only individuals performing the install and employees of the business were allowed to observe the install and de-install.

2) Infraction - the individual doing the monthly download did not physically inspect the vehicle. This happens because downloads occur when the head is detached from the logger unit and brought inside for downloading.
Corrective action - the technician was advised to make a physical inspection of the vehicle to insure that there was no evidence of tampering. This only happened on one occasion and it was a new installer that committed the violation.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	$405,777.13	$267,044.19

HS CONTACT:

Jackie Rogers

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1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

OCCUPANT PROTECTION

It is well recognized that one of the best forms of protection from death and injury when traveling in a motor vehicle is seat belts and child safety seats. In Missouri the usage rate for seat belts was 79% in 2012—unchanged from the previous year. Misuse of child safety seats is conservatively figured in the upper 80 percentile. This program area addressed means to encourage people to wear their seat belts (**every** time they are riding in a vehicle) and also to educate parents/caregivers on the proper installation and use of child safety seats.

The greatest effort in the Occupant Restraint area was implementation of Missouri's *Click It or Ticket* seat belt campaign. Paid advertising was used to produce radio public service announcements and billboards. Emphasis was placed on reaching the population of the general public with special emphasis on minorities.

Missouri's motorcycle safety program (administered by the Missouri Safety Center at University of Central Missouri) focuses on crash prevention, which is the area that has the greatest potential to offer a safety payoff for motorcyclists. MoDOT supports effective state rider education and training programs and encourages proper licensing for all motorcyclists. We will analyze feedback from the *Ride Safe Missouri* training program to evaluate progress toward the benchmark.

OTHER OCCUPANT PROTECTION INITIATIVES
Due to the passage of a booster seat law in 2006, Missouri has continued to apply for and receive 2011(d) grant funding for the last seven years to further enhance child passenger safety efforts for low-income families. In order to effectively determine misuse of child safety seats, and correct that misuse, parents/caregivers must be able to bring their vehicle and child safety seat to a certified technician to be taught how to correctly install their child safety seats. In order to accomplish this, individuals must be trained as certified child safety seat training instructors. These instructors then train certified technicians who are equipped to check the safety seats and provide education to parents/caregivers for proper installation. Established locations, dubbed "inspection stations" have to be identified where the seats and vehicles can be brought for the proper check. To date, Missouri has a database of 36 instructors, 875 certified technicians, and 191 operational inspection stations throughout the state.

BENCHMARKS

Established	Result
To increase statewide seat belt usage by 2 percent annually to: • 81% by 2011 • 83% by 2012 • 85% by 2013 • 87% by 2014 2011 statewide seat belt usage rate = 79%	In 2011, the statewide seat belt usage rate was 79%. The usage rate for 2012 was 79%, unchanged from the previous year.
Reduce unrestrained passenger vehicle occupant fatalities by 2 percent annually to: • 388 by 2011 • 384 by 2012 • 380 by 2013 • 377 by 2014 2010 unrestrained passenger vehicle occupant fatalities = 392	In 2010, there were 392 unrestrained passenger vehicle occupant fatalities. In 2011, there were 380, an decrease of 3%.
To increase seat belt citations by 2 percent annually to: • 39,586 by 2011 • 40,378 by 2012 • 41,185 by 2013 • 42,009 by 2014 2010 seat belt citations (grant-funded enforcement and mobilizations) = 38,810	In 2010, there were 38,810 seat belt citations (grant-funded enforcement and mobilizations). In 2011, there were 35,607, a decrease of 8%.
To increase teen seat belt usage by 2 percent usage annually	In 2010, the teen seat belt usage rate was 66%, which

to:	increased to 67% in 2011, an increase of 1%. The usage rate
• 69% by 2011 • 71% by 2012 • 73% by 2013 • 75% by 2014 2010 teen seat belt usage rate = 66%	for 2012 was 66%, a decrease of 1%
To increase seat belt usage by commercial motor vehicle drivers by 2 percent annually to: • 82.2% by 2011 • 83.9% by 2012 • 85.5% by 2013 • 87.2% by 2014 2010 CMV driver usage rate = 80.6%	In 2010, the CMV driver usage rate was 80.6%. Since the survey occurs every other year, no results were reported in 2011.
To increase child safety seat usage by 1 percent annually to: • 92% by 2010 • 93% by 2011 • 94% by 2012 • 95% by 2013 2009 child safety seat usage rate = 91%	In 2009, the child safety seat usage rate was 91%. Due to budget constraints, there have been no surveys conducted since 2009.
To maintain an adequate base of certified Child Passenger Safety Technicians throughout the state to fall within the following range: • 800-1,000 with representation in each of the ten *Blueprint* regional coalitions Certified Technicians as of July 2011 = 796	A data base of certified CPS technicians is made available to all State CPS Coordinators and is downloaded from the Safe Kids Worldwide website on a regular basis and maintained in the Highway Safety Office. Currently there are 875 certified technicians in Missouri, an increase from the previous year.
To maintain an adequate base of certified Child Passenger Safety Instructors throughout the state to fall within the following range: • 30-40 with representation in each of the seven *Blueprint* regional coalitions Certified Instructors as of July 2011 = 35	A data base of certified CPS instructors is also maintained in the Highway Safety Office. There are currently 36 certified instructors around the state, an increase from the previous year.
To maintain an adequate base of Missouri inspection stations (that are listed on the NHTSA website) throughout the state to fall within the following range: • 125 – 200 with representation in each of the seven blueprint regional coalitions Inspection stations in Missouri as of July 2012 = 196	There are currently 191 inspection stations listed on the NHTSA website; down slightly from the previous year.

Strategies-Child Passenger Safety

Identified	Implemented
Produce, promote and distribute educational materials addressing: the proper installation of child safety seats and booster seat use	Brochures detailing the benefits of using safety seats, booster seats and the proper installation of child safety seats are developed and/or updated as needed. These publications are

	promoted and provided to attendees at exhibits in which members of the OHS staff participate each year.
Maintain a state CPS Advisory Committee and implement their recommendations where appropriate	The Missouri CPS Advisory Committee meets each year to discuss goals and the objectives by which those goals will be met. Each Region in the state is represented by a CPS instructor/technician from his/her area. During the meeting held in August, the committee discussed the budget for 2013, recertification issues, and child safety seat orders. A pilot instructor development course will be planned for the committee as a whole, with the possibility of offering it to all CPS Instructors in the state. The next advisory meeting will be held in August of 2013.
Conduct four certified Child Passenger Safety Technician classes statewide	There were six MoDOT-sponsored CPS courses held during this fiscal year. One hundred and eleven new CPS technicians became certified. The classes were held in Gladstone, Osage Beach, Jefferson City, Kansas City and Versailles.
Certify an additional CPS Instructor each year	There were two additional CPS instructors certified during the fiscal year.
Maintain a statewide computer list-serve of CPS technicians and instructors	A database of certified CPS technicians and instructors is made available to all State CPS Coordinators. In Missouri the list is downloaded from the Safe Kids Worldwide website on a regular basis and maintained in the HSO.
Support child safety seat checkup events and educational programs through local law enforcement agencies, fire departments, Safe Communities, hospitals and health care agencies, safety organizations such as Safe Kids, and the Traffic and Highway Safety Division	Local CPS technicians assist partners with checkup events when possible. Local partners included the Columbia and Jefferson City Fire Departments. Sixty eight firefighters were certified as CPS technicians in Jefferson City this fiscal year.
Work with partners and with the media to garner support for annual CPS Week in September	Child Passenger Safety Week ran from September 16–22, 2012. Although there was no media contract this year, multiple media and check-up events were scheduled at the local level in each region of the state.
Provide child safety seats/booster seats and supplies to inspection stations for distribution to low income families (note: inspection stations must meet guidelines established by Missouri's CPS Advisory Committee and must be listed on the NHTSA Web site http://www.nhtsa.dot.gov/people/injury/childps/CPSFitting Stations/CPSinspection.htm)	This year over $170,000 in 2011(d) funding was allocated for the purchase of child safety seats/booster seats to low income families through the efforts of Missouri inspection stations listed on the NHTSA website.
Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from enhanced child safety seat laws	Brochures relating to CPS are updated as needed and are available to order through the online ordering system at www.modot.org. Plans for the next fiscal year include developing bilingual CPS materials with the assistance of new safety partners.

Strategies-Teen Passengers/Drivers

Identified	Implemented
Conduct annual teen statewide safety belt enforcement and public awareness campaign in February/March followed by the teen observational safety belt survey in March/April	The Youth Seat Belt Enforcement Campaign was conducted March 15-31, 2012. Sixty LE agencies participated and wrote 1616 seat belt citations. The Teen Safety Belt Survey was conducted between April 1 and April 29, 2012. A total of 29,817 observations were collected at 150 high schools statewide. Of the teenage drivers and passengers observed, 66.3% were wearing their safety belt.
Promote the *Never Say Never* and *Battle of the Belt* youth campaigns; modify or enhance campaigns as needed to keep a fresh approach for the teen audience	The Never Say Never teen seat belt message was used during the year to encourage seat belt use among teens. The Battle of the Belt Competition is conducted annually involving approximately 150 schools statewide and is funded through donations from outside agencies.
Develop youth safety belt public awareness materials with input from young drivers	Brochures and posters have been printed and MODOT updates the SaveMOlives.com website to focus on teens.

	Twitter and Facebook are also used regularly to encourage the safety belt conversation with the younger population.
Educate youth on the importance of safety belts through programs such as Team Spirit Leadership Training & Reunion, Think First, and the Young Traffic Offenders Program	Fifty-four high school teams created action plans during the Team Spirit conferences to be implemented in their schools. The objectives for increasing the participants knowledge of traffic crashes and the law, choices and consequences, learning the Action Plan Process, learning strategies for prevention and intervention, leadership, social and organization skills were met through workshops and daily team time. The Columbia-based ThinkFirst Missouri chapter delivered 130 presentations at 101 sites reaching 17,170 Missourians statewide during FY 11-12. The chapter also participated in 21 additional educational activities during the year.

Strategies-General Occupant Protection

Identified	Implemented
Conduct NHTSA-approved statewide observational safety belt survey every year, in June.	The 2012 Safety Belt Usage Survey was conducted from June 10-16, 2012. A total of 92,860 observations were made of vehicles including cars, pickup trucks, sport utility vehicles and vans. The usage rate on Missouri roadways was 79.4%.
Produce, promote and distribute educational materials addressing: occupant protection laws; important of wearing safety belts all the time and air bag safety	Funding was allocated for printing of brochures designed to educate the public on traffic safety issues. Funding was also used for creative development of internet advertising.
Promote the *Saved by the Belt* survivor program; maintain a database of survivors to contact those who are willing to speak publicly about their life-saving experience	The OHS continues to add to the database of survivors for the Saved by the Belt campaign. Information on the program is also available on the saveMOlives.com website.
Conduct annual *Click It or Ticket* selective traffic enforcement wave during May/June, augmented with collateral public information and awareness efforts such as press releases, observational surveys, and educational programs utilizing the *Click It or Ticket* safety belt campaign message	The *Click It or Ticket* enforcement campaign was conducted May 21 – June 3, 2012. 133 agencies reported activity for the campaign.
Compliment annual *Click It or Ticket* campaign with quarterly occupant protection enforcement days, augmented with collateral public information and awareness efforts, namely through press releases.	Occupant Protection Enforcement mobilizations were held November 18, 2011, February 24, 2012, April 13, 2012, and November 16, 2012.
Conduct paid media efforts and work toward continual increases in earned media efforts	Advertising for the quarterly DWI mobilizations are conducted during these quarterly mobilizations.
Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from primary safety belt laws	Efforts continued throughout current fiscal year to heighten awareness.
Continue funding traffic occupant protection strategies training to law enforcement agencies throughout the state.	The OHS contracted with a law enforcement officer who held 12 TOPS courses around the state, training to 153 officers.
Provide motivational and educational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) conference	Motivational and education speakers provided education regarding seat belt awareness to the audience of 225 law enforcement officers.

SCHOOL BUSES

Although school buses provide one of the safest modes of transportation, there are still school bus related injuries and, unfortunately, some fatalities every year. Some of these are due to crashes with other vehicles while others are due to the school bus striking a pedestrian or bicyclist. The responsibility borne by school bus drivers is considerable.

A vehicle must meet safety standards that are appropriate for its size and type because different types of vehicles perform differently in a crash. For example, because a large school bus is heavier than most other vehicles, its weight can protect its occupants from crash forces better than a light vehicle such as a passenger car. The passive protection engineered into large school buses, combined with other factors such as weight, provides passenger protection similar to that provided by safety devices in passenger cars. Both types of vehicles protect children from harm but in different ways.

School buses are not involved in a large number of traffic crashes in Missouri, but they are significant due to their potential for causing harm to young children. Of all 2008-2010 Missouri traffic crashes, 0.7% involved a school bus or school bus signal. In 86.0% of the school bus crashes, a school bus was directly involved in the crash and in 14.0% of the crashes, no school bus was directly involved but a school bus signal was involved.

BENCHMARKS

Established	Result
Decrease by 2% the number of fatalities and disabling injuries resulting from crashes involving school buses or school bus signals in comparison to the previous 3-year period to: • 95 for the period 2009-2011 • 93 for the period 2010-2012 • 91 for the period 2011-2013 • 89 for the period 2012-2014 2008-2010 fatalities and disabling injuries occurring in crashes involving school buses or school bus signals = 97	During 2008-2010, there were 97 fatalities and disabling injuries occurring in crashes involving school buses or school bus signals. During 2009-2011, there were 96, a slight decrease of 1 from the previous 3-year period.

Strategies

Identified	Implemented
Support and implement, if feasible, recommendations made by the 2005 Governor's School Bus Task Force	Recommendations from the 2005 Governor's School Bus Task Force are considered by the current task force and supported and implemented when possible.
Continue to serve on any state school bus safety committees	A member of the Highway Safety staff continues to actively serve on the School Bus Task Force committee and attend the quarterly meetings on a regular basis.
Expand current public awareness materials to address seat belts on school buses, compartmentalization of school buses, general safety issues regarding riding a school bus, safety around the loading zones and sharing the road with school buses	A section of NHTSA's Child Passenger Safety course curriculum is dedicated solely to the safety of children who travel on school buses. Safety materials relating to school buses are available to the public through the online ordering system. Presentations are made to schools upon request.

PROJECT TITLE:

Child Passenger Safety 2011(d)

PROGRAM AREA:

05

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

PROJECT NUMBER:

12-K3-05-002

JURISDICTION SIZE:

5,700,000

TARGETED POPULATION:

Statewide

AGENCY CONTACT:

Mrs. Pamela Hoelscher

PROJECT DESCRIPTION:

Funding will cover the costs of CPS training and supplies (including child safety seats and booster seats), printing, and travel expenses relating to child passenger safety education. Law Enforcement overtime and Media expenses will be covered under a separate 2011(d) grant.

Note: Missouri has been awarded Section 2011(d) grant funding for four consecutive years since 2006 when it qualified for the funding. Staff will continue to make application if funding is available during the coming fiscal year.

PROBLEM IDENTIFICATION:

Motor vehicle crashes remain the leading cause of unintentional injury-related deaths among children under the age of 16 years in Missouri. According to the Missouri State Highway Patrol, in 2008, 43 fatalities, and 4,367 injuries reported injuries to children under age 16 due to motor vehicle crashes in Missouri. Many of the injuries and fatalities occur when children ride unrestrained or are improperly restrained. It is estimated that 73 percent of children nationwide who are placed in child safety seats are improperly restrained.

Lack of funds to purchase child safety seats and booster seats contributes to lower usage rates among low-income families. However, research shows that 95 percent of low-income families who own a child safety seat use it. Improving access to affordable child restraint systems and educating parents or care-givers about proper installation and use are key components to increase use rates in these socio-economic groups.

GOALS AND OBJECTIVES:

Goal:

Expand efforts to reduce the total number of fatalities and serious injuries to children ages birth to eight.

Objectives:

-Support 6 CPS classes this fiscal year
-Distribute 100,000 brochures on the proper installation and use of child safety seats
-Distribute 8,530 car seats/booster seats to low income families

-Participate in statewide CPS enforcement/education campaign

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
· Programs (number and success of programs held compared to planned programs, evaluations if available)

· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

Brochures detailing the benefits of using safety seats, boosters seats and the proper installation of child safety seats are developed and/or updated as needed. These publications are promoted and provided to attendees at exhibits in which members of the OHS staff participate each year.

The Missouri CPS Advisory Committee met to discuss goals and the objectives by which those goals will be met. Each Region in the state is represented by a CPS instructor/technician from his/her area. During the meeting held in August, the committee discussed the budget for 2013, recertification issues, and child safety seat orders. A pilot instructor development course will be planned for the committee as a whole, with the possibility of offering it to all CPS Instructors in the state. The next advisory meeting will be held in August of 2013.

There were six MoDOT-sponsored CPS courses held during this fiscal year. One hundred and eleven new CPS technicians became certified. The classes were held in Gladstone, Osage Beach, Jefferson City, Kansas City and Versailles. There was a concentrated effort to certify the entire Jefferson City Fire Department during the fiscal year. As a result, 68 firefighters were certified as CPS Technicians.

In addition, approximately 4000 child safety seats were provided to approximately 191 inspection stations statewide.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
2011 / 20.613	$240,000.00	$198,891.53

HS CONTACT:

Pam Hoelscher

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

CPS Program Activities

PROGRAM AREA:

05

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

PROJECT NUMBER:

12-CR-05-001

JURISDICTION SIZE:

5,700,000

TARGETED POPULATION:

Statewide

AGENCY CONTACT:

Mrs. Pamela Hoelscher

PROJECT DESCRIPTION:

Fewer children will be injured or killed in motor vehicle crashes every year by ensuring that parents and care-givers are provided with accurate information about the correct installation and proper use of child restraints.

In an effort to provide consistency among CPS Instructors, this funding may also be used to finance the travel expenses for two members of the Missouri CPS Advisory Committee (who are required to hold instructor certification) to the Annual National Lifesavers Conference where they can obtain technical updates. Attendance at this conference will also afford them the opportunity to network with other instructors/technicians as well as other safety professionals from other states so they can bring back valuable information that will be shared with CPS communities around the state.

In addition, this funding may be used to purchase child safety seats and other necessary expenses for exhibits not allowable under the 2011(d) grant funding, such as t-shirts or other incentives with safety messages.

PROBLEM IDENTIFICATION:

Motor vehicle crashes are the leading cause of death for children ages 2-14. More than 90% of child restraints are estimated to be used incorrectly in Missouri. Many children age 14 and under ride in the wrong restraint type for their age and size. Sometimes manufacturer's instructions are difficult to understand. Therefore, parents or care-givers may need assistance in understanding the procedures for correct installation of child safety seats.

It is imperative that instructors stay abreast of the most current technology regarding child passenger safety issues so the information may be passed on to the public through certified child passenger safety technicians. Travel and expenses for Missouri CPS Instructors are not allowed under the 2011(d) grant, therefore, some instructors who serve on the MO CPS Advisory Committee are not able to attend the Annual Lifesavers Conference or other CPS-related conferences or meetings, during which new technology or other CPS updates regarding child safety seats are offered.

GOALS AND OBJECTIVES:

Goal: To provide funding for expenses for CPS professionals which are not authorized under 2011(d) funding.

Objectives:

-Fund expenses for state or national CPS Conferences/Meetings
-Purchase child safety seats for exhibits, etc.

-Other purchases relating to CPS activities not authorized under 2011(d) funding

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*

5. Accomplishing the Objectives* established to meet the project Goals, such as:
· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

The MO CPS Advisory Committee met to discuss/recommend program direction at its Annual Summit in August. The meeting was held at the Radisson Hotel in Branson, MO. Each committee member gave an area update. Discussion ensued regarding an Instructor Development Course specifically designed for CPS Instructors. The first "pilot" course will be scheduled during the next CPS Advisory Summit in August of 2013.

Funding was also used to sponsor exhibit fees and travel expenses for two members of the Missouri CPS Advisory Committee to attend the Kids In Motion Conference, where new technologies regarding child passenger safety and innovations for the future are shared with other CPS Professionals around the nation. In addition, a few incentive items were purchased as attendance prize at CPS related exhibits/conferences.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	$12,000.00	$9,948.64

HS CONTACT:

Pam Hoelscher

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

CIOT Enforcement

PROGRAM AREA:

05

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Missouri Safety Center

PROJECT NUMBER:

12-OP-05-005

JURISDICTION SIZE:

5,000,000

TARGETED POPULATION:

All Drivers

AGENCY CONTACT:

Mr. Terry Butler

PROJECT DESCRIPTION:

Through this grant the Missouri Safety Center will help encourage law enforcement agencies to participate in the State's occupant protection enforcement and special mobilization efforts to increase the awareness and compliance of seat belt usage by all Missouri drivers. This will be accomplished through sub-award grants to law enforcement agencies, selected by the HSD, making available overtime funds to encourage law enforcement agencies to increase their occupant protection enforcement during the May and June national Click It or Ticket (CIOT) campaign. Additional agencies may be added or removed based on available funds and guidance from the Highway Safety Division - MoDOT.

Through management of this enforcement effort, the Missouri Safety Center, upon receipt of a list of law enforcement agencies and individual funding amounts from the HSD, will:
- Mail invitations to participate and sub-award grant contracts to all designated agencies,
- Make a minimum of two additional contacts to those agencies not heard from by the established deadline to determine their participation status,
- Mail the participation / informational packets upon receipt of the agencies signed participation contracts indicating their desire to participate,
- Receive, upon completion of the enforcement effort, the agencies manpower report form that indicates the number of officers and hours worked for reimbursement,
- Make, as needed, additional contacts to those agencies who've not submitted their manpower reports by the established deadline,
- Verify that the manpower reports and requested reimbursement amounts are accurate and within the contract specifications, authorize and process payment
- Verify that the participating agencies have submitted their overtime enforcement citation reports via HSD's online system, then
- Submit a report and reimbursement voucher to the Highway Safety Division of MoDOT upon completion of the enforcement effort.

PROBLEM IDENTIFICATION:

Traffic crashes are the leading cause of death in the US. One of the best means of defense in a crash is to be protected by a safety belt or child restraint. If properly restrained by a safety belt, the chance of surviving an automobile crash increases by 45% and the chance of surviving a light truck crash increases by 60%. Vehicle drivers are 20 times more likely to die in a crash if not buckled up. Although safety belt use rates have climbed slowly over the years, nearly 70% of people who die in Missouri crashes are still not wearing a safety belt in spite of the overwhelming evidence that seat belts save lives.

A driver in a 2009 Missouri traffic crash had a 1 in 2 chance of being injured if they were not wearing their seat belt. However, if they were wearing a seat belt their chances of being injured in the crash were 1 in 8. When examining driver deaths, the differences are much more dramatic. A driver in a 2009 Missouri traffic crash had a 1 in 30 chance of being killed if they were not wearing a seat belt. In those cases where a driver wore a seat belt, their chance of being killed was 1 in 1,336. Of the drivers of automobiles, trucks, vans, and motor homes killed in 2009 Missouri traffic crashes, 32.8% were wearing seat belts. Of the passengers killed in these types of vehicles, 38.0% wore their seat belt. For drivers involved in traffic crashes not killed or injured, 97.3% were wearing their seat belt at the time of the crash. Of those drivers totally ejected from their vehicle, 3.1% were wearing their seat belts. Of those partially ejected, 45.2% were wearing seat belts. Of those not ejected, 95.8% were wearing seat belts. Of Missouri licensed drivers in 2009 traffic crashes, 95.7% were wearing seat belts compared to 97.9% of drivers licensed in other states. Only 79.0% of unlicensed drivers were wearing seat belts at the time of the crash.

Nationwide, in 2004, seat belt nonuse alone caused an estimated $18 billion in economic costs to society. When people don't wear seat belts, the potential costs increase because unbelted crash victims receive worse injuries and more fatalities than belted crash victims. Inpatient rehabilitation costs for motor vehicle injuries average $11,265 per patient. On average, it costs more than twice as much to treat an unbelted victim than a belted one, due to these increased injuries.

A need exists to assist the Highway Safety Division of MoDOT to encourage increased law enforcement participation in occupant protection enforcement and specialized mobilization efforts during the national Click It or Ticket (CIOT) campaign.

GOALS AND OBJECTIVES:

Goal:
The goal of this project is to encourage increased participation by law enforcement partners in the State's occupant protection enforcement and special mobilization efforts during the national Click It or Ticket (CIOT) campaign.

Objective:
During this grant period the Missouri Safety Center will provide targeted law enforcement agencies with the resources to pay full, part-time and reserve officers overtime for occupant protection enforcement in targeted locations to increase the awareness and compliance of seat belt usage by all Missouri drivers during the national Click It or Ticket (CIOT) campaign. These resources will be in the form of sub-award (mini-grants) to law enforcement agencies depending on need and demand as established by the Highway Safety Division of MoDOT (HSD).

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Results: The following data are the results of the CIOT Enforcement efforts:

CIOT Campaign, May 21 - June 3, 2012

Total participating agencies (out of 137) = 106 (77%)
Total paid   = $126,117.65
Total Hours   = 4,071.7
Total Officers   = 528

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	$85,390.77	$82,827.40

For more information, contact Sally Oxenhandler at (573) 522-3375 or Customer Relations at (573) 751-3322.

Central District
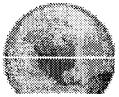
December 05, 2012

Ribbon Cutting Scheduled for Route 133 in Meta

META - A ribbon cutting ceremony will be held at 1:30 p.m. on Tuesday, Dec. 11 to celebrate the realignment and resurfacing of Route 133 near Meta. The ceremony will be held rain or shine at the Meta Community Ballpark. The public is invited to attend.

State and local officials, including State Representative Tom Loehner, State Representative-elect Tom Hurst and Osage County commissioners, will be on hand to cut the ribbon for the $1 million project designed to improve safety by reducing the grade of the steep hill just south of Meta.

The realignment began approximately a half mile south of Route B at Meta and continued south for about half of a mile. The work, which began in early September, required closing the roadway and detouring traffic until Nov. 16.

Route 133 from Route B to Route 52 was resurfaced at the same time. That work was completed Dec. 1.

Phillips Grading and Construction, Inc. of Boonville, Mo., was the contractor on the project.

# # #

Highway Safety Division
Grant System
Missouri Department of Transportation

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.
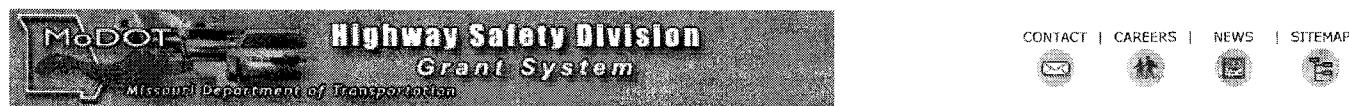
- HSD Home
- MoDOT Home
- Mobilization Results
- Select Agency
- Staff Reports ▶
- Administration ▶
- Logout

2012 Click It or Ticket Campaign (133 agencies)

DWI	Too Close	Stop Sign	Signal	Yield	CI Driving	Speeding	Other HMV	Total HMV	Seat Belt	Child Rest	MIP	Open Con
147	72	450	198	83	111	4136	582	5786	4795	152	29	13

Zero	Fake ID	Other Liquor	Sus/Rev Lic	Uni Mot	Fel Arr	Drug Arr	Stol Veh Rec	Fug App	Other Non HMV	Total Non HMV	Total Viol
1	0	8	847	2059	74	84	4	217	2368	10516	16302

Traffic Stops	Hours Worked	Sobriety Chk	BAC Given	BAC Refused	Field Test SFST	DWI 16-20	DWI 21-29	DWI 30-39	DWI 40-50	DWI 50+
18523	6079	5	69	27	148	8	40	30	19	12

Ad Radio	Ad TV	Ad News	Ad Press	Print	Website	Warn Too Close	Warn Stop	Warn Signal	Warn Yield	Warn CI Driv	Warn Speed	Warn Other HMV	Warn Total HMV
4	2	65	1	9	8	71	304	100	34	18	2435	2327	5289

Warn Seat Belt	Warn Child Rest	Warn MIP	Warn Open Con	Warn Zero	Warn Fake	Warn Other Liquor	Warn Sus	Warn UnInsured	Warn Other Non-HMV	Warn Total Non-HMV	Warn Total
406	12	0	7	0	0	0	3	244	1552	2244	7533

Party Calls	Disturbances	Comp Checks	DUI Drug Arrests	Drug Influence
11	64	4	7	3

Total number of records submitted: 145

McDOT Highway Safety Division, Phone: 800-800-BELT

ENGINEERING SERVICES

The most effective traffic safety program includes three component parts: 1) Enforcement; 2) Education; and 3) Engineering. This program area identified engineering issues and incorporates them into a comprehensive countermeasure effort. In addition, data collection supplements these components—without the timely collection of statistics, none of the countermeasures would be complete.

BENCHMARKS

Established	Result
Assure there is a robust traffic data system available to assist all data users in development of appropriate traffic safety countermeasures Performance Measure: In 2009, local law enforcement agencies began electronically submitting crash reports through LETS	There were six LETS training courses conducted this past year. Fifty-five LETS administrators received the training.
Publish the annual Traffic Safety Compendium by July 1 2008 Compendium published	The 2011 Traffic Safety compendium was produced during the summer and posted to the SAC website along with the Missouri Emergency Service Vehicle Crashes Report, the Missouri Deer Involvement Crash Report, and the Traffic Crash Facts booklet.
Provide adequate training on an annual basis that will support and enhance the ability of state and local agencies in developing accident countermeasures Conduct one road safety audit with law enforcement	Agencies are capable of electronically filing their crash reports into the Missouri State Accident Reporting System (STARS).
Provide consultant assistance to local communities for traffic and bridge engineering assessments	Counties statewide received traffic and bridge engineering consulting assistance through the BEAP and TEAP programs in FY 2012.
Provide training for engineering professionals at workshops and the Annual Traffic Conference (number of attendees depends upon conference costs which is based on location and travel constraints)	The Traffic & Safety Conference was held May 15-18, 2012 in Columbia, MO. Almost 200 Traffic Safety professionals were presented with pertinent information provided by keynote speakers. Evaluations indicated speakers were exceptional.
Provide an effective, efficient software system for capturing local law enforcement crash data	Global Technology has designed a protocol to extract crash data from the LETS database to load the data into the local RMS data system. This allows local law enforcement agencies to use LETS as the crash data collection device while the data necessary for the RMS system can be retrieved from LETS. A small number of law enforcement agencies are either using this program or will soon be moving to it.
Provide an effective, efficient Web-based highway safety grants management system	Efforts continue to enhance the Web-based highway safety grants management system. For example, a "training" module has been added to capture data for training programs offered through highway safety grants, including location, total attendees, and other information that can be generated into a report. The internal IS division within MoDOT is now responsible for financial support.

Strategies

Identified	Implemented
Encode all accident reports into the STARS system, ensuring accuracy and efficiency, and provide equipment to support STARS maintenance	The total number of motor vehicle accident reports encoded into STARS was 131,807 compared to 144,541 reports encoded for the period October 1, 2010, through September 30, 2011. Traffic Records Division personnel worked 1,509 overtime hours processing 32,672 accident reports. A total of 800 coroner kits were purchased for coroners and

	medical examiners to collect specimens from traffic fatality victims. A total of 788 kits were distributed when division personnel attend the fall and spring coroner training.
Utilize statistics to produce the annual Traffic Safety Compendium to assist MoDOT's Traffic and Highway Safety Division and local communities in developing problem identification	MoDOT's Traffic and Highways Safety Division relies heavily on data to determine recipients of federal funding/contracts. The Traffic Safety Compendium is developed and utilized every year and used for that purpose.
Provide expertise and funding to assure communities are in compliance with uniform traffic codes and that the bridges within their jurisdictions are upgraded in terms of their safety	This was accomplished through the BEAP and TEAP projects funded through MoDOT.
Provide training to assure state and local engineers are kept abreast of current technology	This was accomplished through projects funded by contracting with MoDOT to support the Statewide Traffic Safety Conference.
Continue LETS software improvement and training – train users on accessing and utilizing LETS system, log users into the system, and provide help desk through REJIS	LETS training was performed at the REJIS St Louis location and Kansas City Police Academy on six separate dates during 2012. A total of fifty-five LETS administrators were trained.
Continue to serve on the Traffic Records Coordinating Committee and assist in the redevelopment of the Missouri Traffic Records Strategic Plan	THSD staff participate in the MSHP meetings to review and update data edits and formats required for the redesigned form.
Continue to emphasize linkage capability within the traffic records data systems to generate merged records for analytic purposes.	Merged records are generated for analytic purposed. Recommendations are continually made and implemented by the Traffic Records Assessment Team.
Implement recommendations of the 2011 Traffic Records Assessment into the statewide strategic plan (as required in Section 408 implementing guidelines)	The Traffic Records Coordinating Committee reviews guidelines and continues to consider and include recommendations from the assessment.
Continually refine and enhance Missouri's data collection and analysis systems in order to produce tables and reports that provide standardized exposure data for use in developing traffic safety countermeasure programs	The OHS worked the MSHP statistical analysis center to provide updated information on the MSHP web site. Crash data is made available to cities and counties needing to develop highway safety countermeasure projects.
Promote use of the online law enforcement mobilization reporting system	The online law enforcement mobilization reported system continues to be very effective. Reports can be generated from the information entered by law enforcement agencies into the system. This reporting system is promoted during grant workshops, conferences, and visits with the agencies.
Collaborate with the Missouri State Highway Patrol to assure that Missouri's traffic crash report form complies with 2008 revised MMUCC standards. This includes redevelopment of the crash report form to allow for capture of additional data elements as recommended by the review process and statewide implementation of the form	The MSHP has revised the crash report to include the necessary MMUCC guidelines. The MSHP is using the revised report and has issued local agencies the revised report so that all agencies in the state will be completing the same crash report.
Maintain and improve as needed a totally Web-based Highway Safety grants management system working in conjunction with the Highway Safety Office, REJIS, and MoDOT's Information Technology division	The GMS is continually updated/enhanced as needed. The most recent rewrite was completed and was made available for the processing of the 2010 grants.

PROJECT TITLE:

BEAP/TEAP

PROGRAM AREA:

11

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

PROJECT NUMBER:

12-RS-11-002

JURISDICTION SIZE:

5,700,000

TARGETED POPULATION:

Statewide

AGENCY CONTACT:

Mrs. Pamela Hoelscher

PROJECT DESCRIPTION:

Bridge Engineering Assistance Program (BEAP)

This project will provide for the retention of at least two consultants, which can address local agency problems anywhere in the state without geographical limits. These consultants must meet the standards determined by the Missouri Department of Transportation. The consultants will review bridge structures as requested by a city or county and will provide information on bridge condition, load limits, and recommended repairs.

Conditions

All announcements, printings, and reports shall list the Missouri Department of Transportation - Highway Safety Division and the Federal Highway Administration as program sponsors.

Funding to provide Bridge Engineering Assistance in this task must be restricted to engineering services that are not otherwise eligible for funding due to bridge project approval under the Bridge Replacement and Rehabilitation Program (23 U.S.C. 144).
Consultant Selection and Contract Administration shall be in accordance with MoDOT alternate procedures in accordance with Title 23 CFR which have been previously accepted by FHWA.

The Missouri Department of Transportation is required to submit certification of compliance with the conditions stated above with each claim voucher submitted on the task.

The Missouri Department of Transportation will submit a letter of notification to the Highway Safety Division's Program Coordinator stating that a study has been completed. The letter must include a brief description of the study and information about the local agency that benefited from the study.

Traffic Engineering Assistance Program (TEAP)

The purpose of this task is to retain private consulting firms with expertise in traffic engineering to aid cities and counties with specific operational problems on their streets and highways. This project will provide for the retention of at least two consultants, which can address local agency problems anywhere in the state without geographical limitations. Requests are submitted to the Missouri Department of Transportation by local agencies. If the local agencies meet the criteria for participation in the Traffic Engineering Assistance Program, selections will be made by the Missouri Department of Transportation based upon need and ability. NOTE: This project does not provide for actual design in connection with the solution. It attempts to provide solutions to traffic problems.

Conditions

All announcements, printings, and reports shall list the MoDOT Highway Safety Division and the Federal Highway Administration as program sponsors.

The Missouri Department of Transportation will submit a letter of notification to the Highway Safety Division's Program

Coordinator stating that a study has been completed. The letter must include a brief description of the study and information about the local agency that benefited from the study.

PROBLEM IDENTIFICATION:

Bridge Engineering Assistance Program (BEAP) FY 2009

It is often necessary for cities and counties to obtain the services of private consulting engineering firms in order to aid them in correcting operational problems on their bridges. Correction of these problems can require evaluation of bridge structures for load-carrying capacity. Most cities and counties do not have personnel with expertise in these areas to perform the necessary analyses. This is a support problem where methods of correcting a particular situation must first be examined and determined before they can be implemented or evaluated for effectiveness.

Traffic Engineering Assistance Program (TEAP) FY 2009

It is often necessary for cities and counties to obtain the services of private consulting engineering firms in order to aid them in correcting operational problems on their streets and highways. Correction of these problems can require detailed assessment of traffic crash analysis, traffic counts, speed surveys, minor origin and destination studies, non-rapid transit studies, parking supply and demand, capacity analysis, lighting analysis and design, traffic control devices (inventory and layout), or traffic signal progression analysis and design. Most cities and counties do not have personnel with expertise in these areas to perform the necessary analysis. (This is not a complete list of what studies a traffic engineer consultant may be called upon to perform.) This is a support problem where methods of correcting a particular situation must first be examined and determined before they can be implemented or evaluated for effectiveness.

GOALS AND OBJECTIVES:

BEAP:
The BEAP Program is aimed at correcting operational problems on city and county bridges.

TEAP:
The TEAP Program is aimed at correcting operational problems on city and county streets and highways

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

Consulting services were provided for both Bridge and Traffic engineering. Funding was focused on correcting operational problems on city and county streets, highways, and bridges. A total of 14 invoices for this grant were submitted this fiscal year.

PROJECT TITLE:

LETS Hosting and Support

PROGRAM AREA:

04

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

REJIS

PROJECT NUMBER:

12-K9-04-001

JURISDICTION SIZE:

5,000,000

TARGETED POPULATION:

Law Enforcement

AGENCY CONTACT:

Mr. Gregg Horton

PROJECT DESCRIPTION:

REJIS will provide all of the services detailed in this application in a manner consistent with past years performance and function.

REJIS break-fix / minor enhancement support is provided as input for budgeting purposes as only actual cost for support provided will be sought. The estimate provided is based on the previous year activity which will likely be similar to the 2010-2011
effort based on the assumed level of enhancement activities anticipated.

REJIS will work with MoDOT on an interface design. If that design is acceptable REJIS will develop the described interface. The tool will enable the auto fill of location information onto the crash report.

Enhancement project deliverable commitments will be dependent on accepted change specifications and estimates to ensure value received and an informed commitment to deliver services. All types of personal support will be provided at a rate of $85.00 per hour.

PROBLEM IDENTIFICATION:

Provide REJIS support for continued hosting of associated systems and of LETS application services. REJIS will provide all system infrastructure needs to ensure reliable access to LETS services to include all Network and Operational support, including 24/7 HelpDesk services. Budgeting estimates for Applications and Training staff support, on a time and materials basis as needed, as well as cost support for DOR interface efficiency support for Missouri Law Enforcement.

GOALS AND OBJECTIVES:

1) Provide a reliable operating environment ensuring high levels of accessibility, security and HelpDesk support.
2) Provide quarterly training for Missouri Law Enforcement as needed.
3) Provide a reliable core of technical support for application support needs.
4) Continue support for efficient use of DOR interface data to LETS for vehicle and driver data.
5) Develop a GPS Location Tool for electronic collection of crash location information

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
·   Programs (number and success of programs held compared to planned programs, evaluations if available)
·   Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
·   Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)

· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Please see attached reports.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
408 / 20.610	$172,020.00	$162,636.34

HS CONTACT:

Jeremy Hodges

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

Project Title: LETS Hosting and Support
Project Number: 12-K9-04-001

Period 10/1/2011 - 9/30/2012

Goals/Objectives

1) Provide a reliable operating environment ensuring high levels of accessibility, security and HelpDesk support.
2) Provide quarterly training for Missouri Law Enforcement as needed.
3) Provide a reliable core of technical support for application support needs.
4) Continue support for efficient use of DOR interface data to LETS for vehicle and driver data.

Results

The REJIS supported LETS service continues to provide quality support to local and state law enforcement agencies. The range of these capabilities was significantly improved during the contract year as noted below. For the contract period, 135 Law Enforcement agencies in Missouri used LETS. LETS helped local Law Enforcement capture and use data for 160,205 Citations and 39,244 Crash Reports. Of these Crash Reports, 28,453 were electronically forwarded for processing to the Missouri Patrol. This data exchange process continues to provide quality data, efficiently, to the Patrol for their uses.

Operating Environment

- REJIS hosted the LETS application successfully for the contract period. No unplanned outages were recorded. Network upgrades, capabilities and security were well supported throughout the period.
- The REJIS HelpDesk fielded 751 support calls for the period. The vast majority of these calls were resolved the same day with the customer. The outstanding calls were escalated to customer services or technical support for attention.

Training

- LETS training was performed at the REJIS St Louis location on three separate dates during the period. Thirty-four LETS administrators were trained.
- LETS training was performed at the Kansas City Police Academy on three separate dates during the period. Twenty-one LETS administrators were trained.

Technical Support

- The LETS support team fielded escalated support calls and worked closely with each affected user to ensure their use of LETS was well supported.
- The LETS support team assisted Local law enforcement on many occasions during the year to prepare and or run adhoc reports against their data. These activities are in direct support of local law enforcement efforts to inform on or support traffic and safety issues in their

jurisdictions. Most recently, a report on motorized bike crashed was prepared for Cape Girardeau to focus attention on a recent fatality and the scope of the issue.

- The LETS support team completed several significant improvements to the LETS service during the contract period.
    - o The MUCR Crash Report format change was implemented into LETS on schedule, on January 1st, in coordination with the Missouri State Patrol. All goals were meet including electronic transmittal of the MUCR data to the Patrol. Support of the LETS user base and the Patrol followed for several weeks to help ensure the use and utility of this redesign function of LETS.
    - o LETS was also enhanced to support location mapping in place of street data locations for Crashes. Close work with MoDOT IT resulted in a highly functional interface with the state street mapping data solution. This interface was implemented on schedule providing a low overhead means for LETS users to locate their crashes. A Citation mapping solution was not pursued given the low volume of LETS captured citation data within in LETS (most citation data in LETS is imported from REJIS Mobile ticketing and e-Ticketing sources).
    - o Portal (export) functions were implemented for Crash and Citation data within LETS. An early adopter of this feature was Docview, a private data sharing vendor, who facilitates Crash Report sharing to the benefit of local PDs. At this time, Global and Logisys vendors are nearing completion of their interfaces to support consuming crash data from LETS.
    - o A "Report a Problem" feature was added to LETS late in the contract year, proposed and well received at the annual user group meeting, this enhancement was pursued as a means to both expedite forwarding mapping data change suggestion to MoDOT and to facilitate improvement information sharing between LETS users and REJIS support staff.
    - o A forced update is pending for year end to endure these valuable enhancements are truly available to LETS users. Greater use of the mapping location function will be the focus of this effort.

DOR Interface Support

Use of this time saving feature continues to gain popularity due to new agencies using LETS and existing LETS agencies being re-exposed to its availability for use. The LETS/DOR driver and vehicle data look ups auto populate data for Citation and Crash Report data entry in LETS for Local PD users with REJIS logons. This contract year saw a jump over last year's use from 44,008 hits to apx 75,883 hits for DOR data. REJIS continues to subsidize this feature for all REJIS Law enforcement customers. The result is contracted cost recovery for only 15,462 and, this year, 29,264 hits respectively.

Traffic Data Standardization Project:

The primary goals of this project are to increase the number of law enforcement agencies in Missouri submitting crash reports electronically into STARS and to increase the number of traffic crash reports submitted to STARS in electronic format.

At the beginning of this project, data showed that it was taking too much time to get traffic crash data from local/county law enforcement agencies submitted into the STARS system at the Missouri State Highway Patrol. This was based upon a number of factors, including non-regular submission of reports and the manual method of submission, which included photo copies of the crash report forms and diagrams, copied and mailed, weekly, monthly, or quarterly from the local agency to STARS. MSHP STARS staff would then have to enter the data from the manual reports into STARS for collection and analysis at the state and federal levels.

In 2008, REJIS added and pilot-tested an enhancement to the LETS software which allowed crash reports to be electronically transmitted to STARS. This project began with the survey of all 625 local and county law enforcement agencies to determine if they currently were using any type of record management system (RMS). After this data was compiled, efforts were made to attempt to get law enforcement agencies to use LETS. In addition work was begun with agencies that did not have the traffic reporting as part of their RMS package. The full usage RMS agencies were advised of the project but no effort was made to move them from their purchased system to the LETS Software. The project added an enhancement to the LETS Software by providing single licensed copies of CAD Zone Crash Scene Diagramming software which allowed local law enforcement agencies the ability to include the crash diagram as part of the crash report. It should be noted that out of the 625 local/county law enforcement agencies only 488 work traffic crashes. It should also be noted that some 300 agencies have a commercial RMS they have purchased for record keeping. It is estimated that about 230 actually have full RMS packages that capture traffic crashes.

PROJECT TITLE:

MoDOT Traffic & Safety Conference

PROGRAM AREA:

11

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

PROJECT NUMBER:

12-RS-11-001

JURISDICTION SIZE:

5,700,000

TARGETED POPULATION:

Statewide

AGENCY CONTACT:

Mr. Chris Luebbert

PROJECT DESCRIPTION:

Host a traffic safety conference. The conference will provide a forum for the discussion of highway safety engineering topics and include speakers from both the public and private sectors. The conference will be approximately two days in length and include about one hundred (100) participants. It will be held in the spring of 2012. Contract expenses include location and speaker costs.

PROBLEM IDENTIFICATION:

On the local government level there exists a lack of trained personnel in traffic engineering. Often the task of evaluating or recognizing traffic problems lies with personnel who primary responsibilities are directed elsewhere. Their training and qualifications are not always related to traffic or safety engineering. This becomes a support problem in that trained personnel are needed who are aware of the traveling and pedestrian public.

GOALS AND OBJECTIVES:

Provide a conference for traffic safety engineers and advocates to share success stories and ideas regarding traffic safety.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

The Traffic & Safety Conference was held May 15-18, 2012 in Columbia, MO. Traffic Safety professionals were presented with pertinent information provided by keynote speakers. Evaluations indicated speakers were exceptional. Pre-Conference Seminars were held regarding ADA for Today's Designers, Highway Safety Manual Training, and MIZZOU in the SEC; Event Management with Tour of Surveillance Site at the Stadium. Other topics presented: Towards Zero Deaths, Planning for Safety at the Regional Level, Blueprint for Highway Safety report, Weather Impacts on Transportation 2011, and Innovations in Safety and Traffic Management.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	$30,000.00	$29,903.96

HS CONTACT:

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PUBLIC INFORMATION & EDUCATION

This program area addresses the broad spectrum of educating the public about traffic-safety related issues. Although included within the Statewide Problem Analysis information, public information & education components were built into each program area where possible.

A challenging goal is to make the general public aware of their poor driving habits, responsive to changing these habits, and to voluntarily comply with Missouri's traffic laws. This is accomplished by developing highly visible, catchy campaigns that are coupled with strong enforcement efforts. We rely on our traffic safety partners to be active participants in these campaigns. Some of the most effective campaigns have been the national law enforcement mobilization efforts such as *Click It or Ticket* and *Drive Sober or Get Pulled Over*. People heard about the mobilizations in the media, there were well-recognized logos to support the effort, and drivers were aware that the risk of apprehension was high. These campaigns have proven their ability to not only heighten awareness, but also to ultimately make positive behavioral changes.

The Public Information Subcommittee of the Missouri Coalition for Roadway Safety (MCRS) is comprised of partners throughout the state who have expertise in traffic safety programming. The subcommittee developed a central theme for use on all traffic safety materials and campaigns. The theme, *ARRIVE ALIVE*, conveys a consistent unified message regardless of whether the campaign pertains to occupant protection, drinking drivers, or any other traffic safety concern. The OHS works closely with the committee to coordinate all of our public awareness efforts. The Highway Safety website was redesigned to grab people's attention and convey safety information in the best way possible. The site features eye-catching graphics, intriguing videos, news and information, driving tips and advice on how to Arrive Alive at your destination. We are also participating in the social networking services *Twitter* and *Facebook,* both of which are extremely popular with teens and young adults.

BENCHMARKS

Established	Result
2010 fatalities--821	2011 fatalities--786
Develop campaign messages	Campaign messages--target audiences reached = General public; young drivers; parents/caregivers of children in child safety seats or booster seats; older drivers; commercial motor vehicle drivers; pedestrians; bicyclists; motorcyclists; impaired drivers News clippings = Seat Belt (630); Child Passenger Safety (207); Impaired Driving (1,473); Motorcycle (44); Older Driver (109); School and Bus Safety (208); Teens (361); Miscellaneous (929); TOTAL=3,961 Venues utilized = Internet; radio; billboards; television; print; cinema; social media; events; mobile (text messaging); email; outdoor advertising. Total spots aired: Spring Teen Seat Belt (8,414 spots); Work Zone (10,649 spots); Motorcycle Safety (6,831 spots); Click It or Ticket (9,499 spots); You Drink & Drive You Lose (8,495 spots); Child Passenger Safety (1,248 spots); Holiday impaired driving (2,518 spots); All quarterly impaired driving (2,550 spots); TOTAL = 50,204 Total served impressions: Spring Teen Seat Belt (6,366,356); Work zone (16,220,155); Motorcycle safety (n/a); Click It or Ticket (9,579,709); You Drink & Drive You Lose (11,356,554); Child Passenger Safety (12,983,037); Holiday impaired driving (n/a) TOTAL: 56,505,811
Increase safety device use In 2010: • Statewide: 76% • Teen: 66% • Commercial: 73% • Child safety seat 91% • Motorcycle helmet use: 99.2 % in 2005	Safety devices used: Statewide safety belt use rate = 79 percent in 2011; Teen safety belt use rate = 67 percent in 2011; Commercial vehicle safety belt use rate (note: this survey is not conducted annually = 73 percent in 2011; Child safety seat and booster seat use rate =91 percent in 2009; motorcycle helmet usage rate (note: this survey is not conducted annually) = 99.2 percent in 2005.
Distribute pieces of traffic safety materials in 2010	Pieces of traffic safety materials distributed in 2011 = 222,076

= 300,416	

Strategies

Identified	Implemented
Serve as the point of contact for the media and the general public to field questions, conduct interviews, and provide information	Contact information is readily available on all news releases, social media and websites.
Conduct an attitude and awareness survey. The survey will contain questions on occupant protection, impaired driving, speeding, and distracted driving (cellphone/texting)	Missouri drivers were surveyed to capture their current attitudes and awareness of specific items concerning highway safety such as seat belt usage, speeding issues, cell phone use while driving, and alcohol impaired driving. The results are presented for the entire state, and by district (stratified), and weighted proportionally to the region distribution in terms of geographic, gender, and age distributions. A copy of the full report is retained in the HSO.
Organize and/or participate in press events and work with media outlets across the state to promote highway safety initiatives	Various press conferences are held statewide to kick off campaigns. MoDOT personnel or coalition members are responsible for the promotion of these events.
Encourage the media to participate in campaigns by publicizing our messages	Press releases are sent out prior to each campaign. Various media outlets are now following our social media pages for promotions and daily updates.
Publicize the services and resources of the Highway Safety Office to the general public through our Web sites at www.saveMOlives.com, in workshops, at conferences/exhibits, and through our materials	All promotional items and publications contain website information. The website contains a host of information on all roadway safety topics.
Develop, update and disseminate public information/promotional/educational materials and websites	SaveMOLives.com is constantly being updated. Viewers are directed to social media pages, Facebook, Twitter, YouTube and Flickr.
Develop and promote materials/campaigns to reach specific audiences (e.g., high risk drivers, vulnerable roadway users, impaired drivers, mature drivers)	Campaigns are developed for all paid media to effectively reach the target audience.
Actively participate in the Missouri Coalition for Roadway Safety (MCRS) Public Information Subcommittee in order to increase coordination, communication and cooperation among safety advocates statewide	The Public Information Subcommittee meets monthly in Jefferson City, the first Wednesday of every month from 10 am until noon.
Promote and incorporate the ARRIVE ALIVE theme and logo developed by the MCRS	The ARRIVE ALIVE logo is displayed on all promotional items, publications, social media and website.
Work with the MCRS regional coalitions to appropriately target their messages and develop programs to meet their needs	Region specific data is used to effectively target the problem areas for each campaign objective.
Develop strategies to work with partners—both traditional and nontraditional—in order to reach wider audiences and maximize resources	Regional and statewide coalition meetings are held on a regular basis and are open to the general public. Membership is constantly being solicited by members to internal and external safety advocates.
Solicit public information activity reports from law enforcement partners and district coalitions	This information can be captured on the law enforcement statistics report within the grants management system.
Work with the Motor Carrier Safety Assistance	Paid media campaigns were held for Commercial Motor Vehicle

Program, Missouri Motorcycle Safety Education Program, and others to promote joint traffic safety awareness campaigns when possible	Awareness and Motorcycle Awareness.
Give presentations and provide training to community groups, schools, etc. as available	Most presentations are given on a regional level by local coalition representatives. Statewide presentations are also available as needed or requested.
Serve on federal, state, and regional committees/boards in order to broaden opportunities to promote traffic safety issues	All HSO staff members serve on various committees such and the Injury Prevention and Advisory Committee, School Bus Task Force, Partners in Prevention, MCRS Legislative Committee, Impaired Driving Subcommittee, Motorcycle Safety Committee, Statewide Traffic Records Committee, Operation Lifesaver Council, and the Head Injury Advisory Council.
Promote law enforcement mobilization efforts: *Click It or Ticket* safety belt campaign; *Drive Sober or Get Pulled Over* alcohol campaign; quarterly occupant protection and impaired driving mobilizations; youth seat belt enforcement campaign	Promotion is made through statewide press releases, website information and social media messaging.
Purchase paid advertising to support traffic safety campaigns (e.g., occupant protection and impaired driving)	Paid advertising is purchased after extensive research by our media buyer, TrueMedia.
Support and promote MoDOT's construction work zone public awareness campaign	A specific work zone campaign is held each year and MoDOT's own Barrel Bob has gained national attention for his work zone awareness messaging.
Promote *Saved by the Belt* and *Battle of the Belt* programs	Promotional items are purchased each year for this program. Promotion is also made through earned media, and through promotion on the SaveMOLives website and social media pages.
Promote the *Seat Belt Convincer, Rollover Simulator, and SIDNE* educational programs to assure the units are used to reach as many people as possible	Each troop of the Missouri State Highway Patrol have a Seat Belt Convincer and Rollover Simulator that they use for various events and presentations. SIDNE educational programs are located in various regions and are available statewide as needed.
Participate in the Missouri State Fair to educate the public on traffic safety issues and any modifications to traffic safety laws	Pledges to not text and drive were given and participants placed their thumb prints on a large display board at the Missouri State Fair. Those pledging received a U TXT UR NXT thumb band as a reminder not to text and drive.
Promote the cellular phone ICE program (In Case of Emergency) which is designed to assist first responders in rapidly identifying a crash victim's emergency contacts	ICE is promoted on the SaveMOLives website and frequently used as a reminder on social media sites.

PROJECT TITLE:

PI Creative Services

PROGRAM AREA:

02

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

PROJECT NUMBER:

12-PM-02-004

JURISDICTION SIZE:

5,700,000

TARGETED POPULATION:

All Drivers

AGENCY CONTACT:

Ms. Kelly Martin

PROJECT DESCRIPTION:

This funding would be used for professional marketing and advertising services to generate effective and compelling messages to reach Missourians regarding safe driving. Creative work produced could include television and radio scripts and/or production, posters, billboards, online banners, etc. It could also include any technical services such as dubbing fees for created products.

PROBLEM IDENTIFICATION:

It takes a strong marketing message to reach Missouri motorists about the importance of buckling up, driving sober, etc. Funding for creative services will allow the use of the creative ideas and professional services of an advertising agency for a variety of campaigns including Click It or Ticket, impaired driving, teen safety belts, motorcycle safety, etc.

GOALS AND OBJECTIVES:

To craft an effective message to reach Missourians with our safety mesages and change behavior.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

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2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
·   Programs (number and success of programs held compared to planned programs, evaluations if available)
·   Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
·   Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
·   Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
·   Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
·   The success of this type of activity in general and this particular project specifically;
·   Whether similar activities should be supported in the future; and
·   Whether grantee will receive funding for future projects.

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The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	$30,000.00	$0.00

HS CONTACT:

Kelly Martin

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Work Zone Safety

PROGRAM AREA:

02

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

PROJECT NUMBER:

12-PM-02-003

JURISDICTION SIZE:

5,700,000

TARGETED POPULATION:

All Drivers

AGENCY CONTACT:

Ms. Kelly Martin

PROJECT DESCRIPTION:

This project will support MoDOT's annual Work Zone Awareness Campaign, which kicks of in April during Work Zone Awareness Week and continues through the summer.

Work Zone awareness is especially important to employees of MoDOT and their families. It is important for all motorists to remember to look out for the workers on the highway and prevent tragedies due to inattention, speeding, etc. The annual Work Zone Awareness Campaign reinforces the message to motorists to slow down and Drive Smart in work zones.

PROBLEM IDENTIFICATION:

Work zones are necessary to improve our highways. In 2003, MoDOT formed Missouri's first ever work-zone safety campaign to reduce work-zone related crashes by informing and educating drivers about work-zone safety.

In 2010, 15 people were killed in Missouri work zones, an increase from 2009 when 13 people were killed. There were 1,033 people injured in 2010 in Missouri work zones, compared to 676 in 2009. This is an increase of almost 53 percent. Between 2006 and 2010, 64 people were killed and 4,294 people were injured in Missouri work zones. Since 2000, 15 MoDOT employees have been killed in the line of duty.

The top five contributing circumstances for work zone crashes in 2010 were following too closely, inattention, improper lane usage/change, driving too fast for conditions and failure to yield. In 2010, of the 819 traffic fatalities, 632 were vehicle occupant fatalities and 68 percent of them were not wearing a seat belt.

GOALS AND OBJECTIVES:

Project a consistent safety message statewide.

Ultimately decrease fatalities, injuries, crashes and driver frustrations on Missouri highways and in work zones.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
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  · Programs (number and success of programs held compared to planned programs, evaluations if available)
  · Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
  · Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
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· Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

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The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	$50,000.00	$50,000.00

HS CONTACT:

Kelly Martin

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:	**PROJECT NUMBER:**
Youth Seat Belt	12-PM-02-002
PROGRAM AREA:	**JURISDICTION SIZE:**
02	5,700,000
TYPE OF JURISDICTION:	**TARGETED POPULATION:**
Statewide	Youth
AGENCY NAME:	**AGENCY CONTACT:**
Traffic and Highway Safety Division	Ms. Kelly Martin

PROJECT DESCRIPTION:

Paid media will be used to target teens 15-19 with the buckle up message.

PROBLEM IDENTIFICATION:

Teens are hitting the road with increased frequency, heading to school, sporting events, extracurricular activities, part-time jobs and other events that fill their social calendars.

Unfortunately, teens have the highest crash risk and lowest seat belt use of any age group. That combination is deadly, yet far too many teens still think they are invincible.

Because of this feeling of invincibility, teen seat belt use in Missouri is only 66 percent, much lower than state (76 percent) and national (85 percent) seat belt use. Seven out of ten teens killed in traffic crashes are unbuckled.

GOALS AND OBJECTIVES:

•Increase teen seat belt use to 70 percent.
•Educate teens on importance of wearing seat belt
•Ultimately decrease fatalities, injuries and crashes among teen drivers

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
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The above Evaluation criteria do not apply to program coordination contracts.

RESULTS:

Paid media was provided by True Media, Interactions and Missourinet-Billboards to carry the Never Say Never seat belt message to teens across the State of Missouri.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	$96,250.00	$60,000.00

HS CONTACT:

Kelly Martin

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Click It or Ticket

PROGRAM AREA:

02

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Traffic and Highway Safety Division

PROJECT NUMBER:

12-PM-02-001

JURISDICTION SIZE:

5,700,000

TARGETED POPULATION:

All Drivers

AGENCY CONTACT:

Ms. Kelly Martin

PROJECT DESCRIPTION:

Research has shown that the combination of education and enforcement achieve results. Click It or Ticket takes place in late May, early June each year. During the campaign, we will use paid media to target Missourians least likely to buckle up.

PROBLEM IDENTIFICATION:

Seven out of 10 people killed in Missouri traffic crashes are unbuckled. And even with all the advancements in automobile safety and education on the importance of seat belt use, Missouri seat belt use has remained relatively unchanged in the last six years and consistently below the national average. Missouri has 76 percent seat belt use, which is well below the national average of 85 percent. Teens and pick-up truck drivers are among those least likely to buckle up at 66 and 61 percent.

GOALS AND OBJECTIVES:

To save lives and reduce injuries on Missouri roads by increasing Missouri seat belt usage rate to AT LEAST 80 percent

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
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RESULTS:

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	$179,121.77	$177,923.13

HS CONTACT:

Kelly Martin

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

MISCELLANEOUS
(Section 2010 Motorcycle Safety, Bicycle/Pedestrian Safety, Safe Communities, Rail Safety)

Although motorcycle traffic crashes do not occur with great frequency in Missouri, they usually result in deaths or disabling injuries at a considerably greater rate than other traffic crashes. In the 2006 national rankings of the 50 States, DC and Puerto Rico, Missouri ranked 8th of the ten best in the nation – Missouri's motorcycle helmet law has undoubtedly had an impact on the relatively low motorcycle fatality rate per 100,000 population.

Of the 460,267 traffic crashes in 2008-2010, 2,408 resulted in a fatality and 15,080 involved someone being seriously injured in the incident. During the same period, there were 7,304 traffic crashes involving motorcycles. In these incidents, 280 resulted in a fatality and 1,817 resulted in someone being seriously injured in the crash. These figures demonstrate the overrepresentation of motorcycles in fatal and serious injury crashes.

Many Missourians rely on non-motorized means of transportation such as walking and bicycling. Both of these modes have the ability to provide physical and health benefits, but they also have the potential for serious or fatal injuries in the event of a crash. Crashes involving pedestrians and bicyclists do not occur in extremely large numbers. But, when a pedestrian or bicyclist is involved in a traffic crash, the potential for harm is much greater.

Pedestrians
For the period 2008-2010, there were 197 fatal pedestrian-involved crashes and 854 disabling injury pedestrian-involved crashes. During that 3-year period, of the 197 persons killed in pedestrian involved crashes, 194 (98.5%) were the pedestrians. Of the 854 seriously injured in pedestrian involved crashes, 815 (95.4%) were the pedestrians.

Bicyclists
For the period 2008-2010, there were 11 fatal bicycle-involved crashes and 206 disabling injury bicycle-involved crashes. For that same 3-year period, of the 11 persons killed in bicycle-involved crashes, all were the bicyclists. Of the 214 persons seriously injured in bicycle-involved crashes, 210 (98.1%) were the bicyclists.

Pedestrians and bicyclists alike need to understand that they have primary responsibility for their own safety; however, the motoring public also has a responsibility to share the road in a safe manner with these vulnerable road users. This is especially true since many pedestrians and bicyclists are children who often lack the knowledge or skills to interact safely in traffic.

BENCHMARKS

Established	Result
Decrease motorcyclist fatalities by 2 percent annually to: • 91 by 2011 • 89 by 2012 • 88 by 2013 • 86 by 2014 Number of 2010 motorcyclist fatalities = 93	In 2010, there were 93 motorcycle fatalities. In 2011, there were 78, a 16% decrease.
Decrease unhelmeted motorcyclist fatalities by one per year (**does not** include fatalities where helmet use was "unknown"): • 10 by 2011 • 9 by 2012 • 8 by 2013 • 7 by 2014 Number of 2010 unhelmeted motorcyclist fatalities = 11	In 2010, there were 11 unhelmeted motorcyclist fatalities. In 2011, there were 16, an increase of 45%.
Decrease fatalities involving motorcycle operators who are not licensed or improperly licensed by two per year: • by 2011 • by 2012 • by 2013 • by 2014	In 2010, there were 35 fatalities involving motorcycle operators who were not licensed or improperly licensed. In 2011, there were 34, a decrease of 3%.

2010 fatalities involving an unlicensed motorcycle operator = 35	

Strategies—Motorcycle Safety

Identified	Implemented
Continue support for the Missouri Motorcycle Safety Program administered by the Missouri Safety Center at University of Central Missouri	The Traffic and Highway Safety Division continues to work with the Missouri Safety Center at the University of Central Missouri on the Missouri Motorcycle Safety Program (MMSP) to provide statewide training, education, and awareness in order to decrease motorcycle fatalities and injuries in Missouri.
Continue to provide motorcycle rider education statewide in order to train 4500+ riders annually	The MMSP continues to train approximately 4500 students each year.
Conduct RiderCoach (Instructor) Preparation courses as needed in order to train and expand the base of certified motorcycle RiderCoaches to meet demand	The MMSP has historically offered at least one new instructor training course per year, with the ability to conduct additional courses if demand calls for it. Current MMSP staffing levels have been sufficient to require only one instructor training course per year.
Actively participate as a member of the Missouri Motorcycle Safety Advisory Committee	The Traffic and Highway Safety Division has one staff member who sits on the Missouri Motorcycle Safety Committee. This committee meets twice a year, as required by state statute.
Implement, where possible, recommendations documented in the Motorcycle Safety Program Technical Assessment conducted in April of 2009.	Recommendations are implemented as time and resources allow.
Analyze and improve the unlicensed/improperly licensed motorcycle operators to encourage and improve full licensing	The Traffic and Highway Safety Division and the MMSP continue to participate in various outreach efforts to encourage training, testing, and full licensing.
Change Missouri Statute so motorcycle permits can only be renewed once before retesting is required	This effort was not successful in FY2012. The Traffic and Highway Safety Division and MMSP will continue to work with safety groups and encourage legislators to pass a law that would limit a motorcycle permit holder to only two renewals before being required to retest.
Address the impaired motorcyclist problem by using enforcement and education	The Traffic and Highway Safety Division continues to fund DWI countermeasure programs throughout Missouri, including enforcement and educational projects.
Implement comprehensive efforts to educate motorcyclists about how to make themselves visible to motorists	The Traffic and Highway Safety Division and the MMSP continue to encourage motorcyclists and riders to wear brightly colored reflective clothing/vests.
Allow both the Beginner Rider Course (BRC) and Experienced Rider Course (ERC) to be used as a waiver to the skills portion of the license test	Completion of the BRC allows the waiver of the skills portion of the license exam. The Missouri Motorcycle Safety Advisory Committee is currently working to also allow completion of the BRC II to be used to waive the skills portion of the exam.
Create and distribute Missouri Helmet Law cards to law enforcement statewide on detecting non-compliant helmets	The Traffic and Highway Safety Division and MMSP are working to create the Missouri Helmet Law card for distribution to law enforcement agencies.
Continue working with numerous grass-roots motorcycle safety groups in promoting the "Watch for Motorcycles" message throughout the state	The Traffic and Highway Division partnered with many motorcycle safety activists in promoting the "Watch for Motorcycles" message.
Host a Missouri Motorcycle Safety Strategic Advance in FY2012	The Missouri Motorcycle Safety Strategic Advance was held March 19, 2012.
Organize a Missouri Motorcycle Strategic Planning Committee and create a Missouri Motorcycle Safety Strategic Plan in FY2012	Input from the Missouri Motorcycle Safety Strategic Advance held March 19, 2012 is being used to create the Missouri Motorcycle Strategic Plan. Still ongoing.

	2020" about Bicycle and Pedestrian issues. Future plans are to get both of the SRTS grants and begin working hard on the Pedestrian and Bicycle Safety Program in the Spring.
Promote bicycle safety events/awareness programs at the local level utilizing the Safe Communities programs and the *Blueprint* regional coalitions	Twelve presentations and 370 helmets were provided by the Cape Girardeau Safe Communities Program. The program also conducted numerous presentations on the subject. The Springfield Safe Communities program conducted 6 bicycle and pedestrian safety-related programs to parents and children reaching 497 people, fit hundreds of helmet and gave 97 helmets away.

Decrease one pedestrian fatality annually to:
  • 56 by 2011
  • 55 by 2012
  • 54 by 2013
  • 53 by 2014
 	
2010 pedestrian fatalities = 57
	In 2011, there were 75 pedestrian fatalities, an increase of 32%.

Decrease by one the number of bicyclist fatalities in comparison to the previous 5-year period to:
  • 26 by 2007-2011
  • 25 by 2008-2012
  • 24 by 2009-2013
  • 23 by 2010-2014
 	
2006-2010 bicyclist fatalities = 27
	The number of bicyclist fatalities for the 2007-2011 5-year period is 21, a decrease of 22% from the previous 5-year period (27).

Strategies—Pedestrian/Bicyclist

Educate the motoring public on sharing the road safely with pedestrians and bicyclists	The Non-Motorized Transportation Engineer at MoDOT has applied for a 2012 SRTS grant to develop a mobile classroom with curriculum and equipment to begin a MoDOT based Pedestrian and Bicycle Safety program. It is pending review with possible approval in January 2013. A small grant provided through the HSO is also available for safety efforts.
Educate pedestrians and bicyclists on safely interacting with motor vehicles	Safety materials are available to order online through the MoDOT online ordering system.
Purchase helmets for distribution at exhibits and for school/local safety awareness programs	Helmets were purchased in Sept-Oct 2012 through MoDOT's Design Division's E&E Budget. There are now helmets on hand to distribute over the Winter and Spring. Some have already been sent out to the St Louis area and a couple were provided to a PE teacher from Springfield Public Schools. The final few helmets and coloring book publications from 2011 were distributed to a Cub Scout program in the Jeff City area and to a couple of school programs in Jeff City, St Joe and St Louis areas. More helmets will be purchased as needed through the HSO grant for 2013. An additional grant was sought for a 2012 SRTS grant of $25,000 to purchase helmets and publications for bicycle and pedestrian safety program distribution. This is a stand alone grant application that could stand on its own merits or be a great supplement to the mobile classroom grant proposal. This will be a 2-year program. This MoDOT Engineer (Ron Effland) was a Co-Sponsor of the Missouri Bicycle Federation "2012 Ride with Legislators" on April 2 as an awareness event. Mo DNR State Parks was also a sponsor. Mr. Effland did participate in the 2012 Advocacy Awareness meeting called "Action

PROJECT TITLE:	**PROJECT NUMBER:**
Decide to Drive Campaign	12-DE-02-007
PROGRAM AREA:	**JURISDICTION SIZE:**
02	5,000,000
TYPE OF JURISDICTION:	**TARGETED POPULATION:**
Statewide	All Drivers
AGENCY NAME:	**AGENCY CONTACT:**
University of MO Curators	Ms. Carol Nierling

PROJECT DESCRIPTION:

The American Academy of Orthopaedic Surgeons (AAOS), in partnership with the Orthopaedic Trauma Association (OTA) and the Auto Alliance, presented the "Decide to Drive" campaign on April 6, 2011. The campaign aims to educate the public through public service announcement (PSA) ads (television, radio, newspapers, magazines, billboards and airport ads). In addition, there will be implementation of a state-wide school curriculum geared towards fifth and sixth grade students, and a companion Web site highlighting the significance of those "small" everyday driver distractions will be—the radio, a phone call, a child's dropped toy or that cup of morning coffee—that actually aren't so little at all. The goal is to inspire conversations and reverse these life-changing trends.

The University of Missouri Health Clinics' Frank L. Mitchell Jr. MD Trauma Center and the University of Missouri Department of Orthopaedic Surgery, with participation and support from the Missouri State Orthopaedic Association and proposed financial support from State Farm Insurance, intends to launch the campaign beginning October 1, 2011 for the entire 2012 fiscal year. The project will be completed at the end of September 2012. The coordinator for the Frank L Mitchell Jr MD Trauma Center will spearhead all efforts, divide tasks amongst the partnering organizations, and supervise implementation of each of the components. Dividing the state into four regions; Kansas City, Springfield, Columbia, and St. Louis, the ad campaign would be executed in each region for three months to allow total exposure while saving costs.

Pre-recorded and filmed PSA's for television and radio by NHTSA and the Ad Council are available for use on each region's highest viewed television stations as well as the most listened-to radio stations available at no production cost. The coordinator will organize all of the, promotional events and media ads. (see attachments for print products and links to the PSAs)

The Missouri State Orthopaedic Association will assist the coordinator in providing physician members from each of the four regions of focus in effort to educate the public about distracted driving. While using the "Distracted Driving" PowerPoint provided by AAOS, presentations will be given at least once per month during that particular region's assigned campaign time. These presentations will be given at high schools, universities, health fairs, unions, businesses, industries, or other largely attended organizations.

Distribution of the fifth and sixth grade curriculum will be coordinated with individual school districts with the help of State Farm Insurance, who has implemented many safety programs with school districts in past years. The curriculum would be distributed in October 2011 and left up to the individual teachers as to when they implement the lessons in their classrooms. Regardless of age or driving ability, it is just as important for non-drivers to know the importance of attentive driving and have the confidence to speak up for their own safety when they are a passenger.

Local law enforcement, media, area government, and public safety services will be contacted for each individual city's initial press conference and announcement of the campaign to encourage community members to Decide to Drive and put their phones away while driving. This broad, yet individualized approach will allow the largest number of individuals to see, hear, and become aware of the seriousness of distracted driving. This PSA campaign is meant to start a conversation. Connecting with the community through the use of this powerful images and message with the assistance of local state agencies and organizations is key to making our Missouri roadways safer.

PROBLEM IDENTIFICATION:

In 2008, an estimated 2.63 million people were injured in motor vehicle crashes. Of those injures, more than 500,000 people

reported involvement of at least one form of distracted driving. Nearly 6,000 people died as a result of distracted driving-related crashes.

Distracted Driving is defined as operating a motor vehicle while performing any of the following tasks: talking on a cellular phone, texting, eating, fidgeting with the radio, cd or navigation system, primping or grooming, adjusting mirrors, or even daydreaming. Distractions occur any time, day or night.

In Missouri, distractions are currently classified as "inattention" for contributing circumstances for accidents. Often times the cause of a crash is not easy to identify due to admissions of distractions often coming from the crash victims themselves. "Inattention" and "unknown or unstated" have been the leading two causes of fatalities, injuries and property damage only crashes for the past ten years. This makes "inattention", or distraction the number one known cause of all accidents in the State of Missouri. In Missouri, there were 818 fatalities from traffic crashes in 2010. Approximately 104 lives could have been saved last year alone based on past statistics. Include the "unknown or unstated" that could have been caused by distractions and another 221 lives could have been spared. The statistics are staggering and the fatalities and injuries caused by this deadly epidemic are all preventable.

In 2009 distraction was the cause of:
113 or 12.8% of all fatalities
5702 or 14.7% of all injuries
19,808 or 15.1% of all reported crashes

Crashes with no stated cause totaled:
286 or 32.5% of all fatilities
11,032 or 28.4% of all injuries
44,601 or 35.3% of all reported crashes

The age of crash victims is broad with emphasis on two particular age brackets. Young drivers and drivers 55 or older account for the majority of crashes.

In 2009, 27.3% of all crashes involved a driver 21 years of age or under:146 fatalities and 10,555 injuries; 31.2% involved an older driver. Of all fatal traffic crashes, 33.4% involved an older driver. A total of 292 persons were killed and 15,712 injured.

The location of crash fatalities and injuries were as follows for 2009:
Urban Areas- accounted for 29.1% or 229 fatalities
Rural Areas- accounted for 70.9% or 557 fatalities
Urban Areas- accounted for 61.4% or 22,711 injuries
Rural Areas- accounted for 38.6% or 14,288 injuries

The top five Missouri highways with the highest number fatalities and crashes are:
I-70   with 36deaths
I-44   with 20 deaths
I-55   with 22 deaths
US-63   with 19 deaths
US-71   with 19 deaths

Studies have revealed a growing trend in distracted driving and driver confidence in abilities to multi-task. According to the American Academy of Orthopaedic Surgeons, there were more than 276,000,000 wireless cell phone subscribers in the United States as of June, 2009: three times more than the 97,000,000 wire-less subscribers in June 2000. In addition, 80 percent of all traffic incidents and 65 percent of all near-crashes involve some type of distraction, according to the National Motor Vehicle Crash Causation Survey. The public is aware of the problems associated with the use of cell phones and other distractions while driving. Nine out of ten licensed drivers believe that distracted driving is a problem in the US (94%) and in their own communities (89%).

Drivers who use hand-held devices are four times as likely to get into crashes serious enough to injure themselves (Insurance Institute for Highway Safety, 2010). Some studies have shown the use of a cell phone while driving is just as dangerous as driving above the legal limit for blood alcohol.

Distractions while driving are always preventable. Public awareness and education must be a priority in the effort to save lives.

GOALS AND OBJECTIVES:

Goal:
To decrease the numbers of crashes in 2012 caused by distracted driving, (inattention), by raising awareness of this public safety crisis.

Objectives:

1.   Participate in the national Decide to Drive Distracted Driving Campaign at a statewide level; initiatives announced publicly through press conferences, press releases, and promotion events along-side law enforcement, first responders and health care providers.

2.   Saturate large communities with educational prevention public service announcements, radio ads and educational presentations educating patients and the public that even simple distractions behind the wheel are a significant threat to the safety of the driver, passengers and all others on the road.

3.   Create a "Decide to Drive Week" each quarter encouraging all motorists to fully engage in driving without distractions.

4.   Coordinate educational presentations given by orthopaedic surgeons to high schools, universities, and those with public health initiatives.

5.   Implement Decide to Drives' fifth and sixth grade curriculum in Missouri public schools focusing on distractive driving by creating awareness of the dangers involved while instilling good habits and social-norming at a young, pre-driving age.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
·   Programs (number and success of programs held compared to planned programs, evaluations if available)
·   Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
·   Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
·   Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
·   Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
·   The success of this type of activity in general and this particular project specifically;
·   Whether similar activities should be supported in the future; and
·   Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Four regional press conferences were held. At each press conference, a broad range of stakeholders participated, and heavy media coverage ensued. The Springfield press conference was least successful due to local severe weather that demanded local news outlets' attention.

We worked with media professionals to establish statewide (4 largest cities) public service announcements. For the internet, we targeted a younger audience because of their propensity to text while driving. Additionally, we translated our web ads into Spanish to reach Missourians of Hispanic, Latino, or Spanish origin who have not traditionally been targeted by crash prevention efforts. Finally, we identified and ran announcements through top-rated media outlets for 18-34 year olds. Although distracted driving is routinely committed by all age groups, younger individuals have been shown to have a greater propensity for using technology while behind the wheel.

With our statewide media campaign resources, it was not necessary to merely have one week dedicated to distracted driving in each metro area. Instead, we wrapped this objective into our activities which included radio and internet public service announcements that ran throughout the spring and summer in each area, but culminated in the press conference held in a given city.

We were unable to successfully engage the Missouri State Orthopaedic Association in recruiting surgeons for educational presentations. Moreover, it is our prevention program's policy to not conduct activities without measurable, direct outcomes, and we could not devise a practical way to measure the outcomes for the proposed educational presentations. Therefore,

after a thorough literature review, we commissioned the creation of a web application directed at the most effective avenue to the highest risk group - parents of adolescent drivers. This tool has much broader dissemination potential than would be possible through educational presentations to community groups, is a permanent product (rather than a one-time experience), and is based upon scientific evidence and decades of global research. Furthermore, we designed the web application to have the potential of high-level direct outcomes evaluation and analysis.

We were able to secure a significantly lower cost vendor for dissemination of the curriculum to all schools in Missouri. We also piloted this process extensively and worded our materials so that implementation of the curriculum would be more likely. Schools will not implement materials that fail to explicitly relate to their Common Core Standards. Therefore, we were careful to gather information on potential relevance and then bridge this connection in all of our communications with school administrators. Over 1,400 Missouri schools received curricula.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	$50,908.00	$50,908.00

HS CONTACT:

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1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:	**PROJECT NUMBER:**
Team Spirit Youth Traffic Safety Program	12-CP-09-001
PROGRAM AREA:	**JURISDICTION SIZE:**
09	35,596
TYPE OF JURISDICTION:	**TARGETED POPULATION:**
Rural	Youth
AGENCY NAME:	**AGENCY CONTACT:**
Cape Girardeau Safe Communities	Ms. Sharee Galnore

PROJECT DESCRIPTION:

Team Spirit was developed and demonstrated by the Pacific Institute for Research and Evaluation under a cooperative agreement with the National Highway Traffic Safety Administration and the Office of Juvenile Justice and Delinquency Prevention.

Team Spirit is a carefully developed three-day summer training program for students and their advisors. This model is designed to develop natural leadership skills, explore knowledge, attitudes and behavior related to underage drinking, drinking and driving, driver inattention, speeding and lack of safety belt use, and to promote prevention and alternative activities. The program has the potential to have a positive effect not only on the participants, but also on their schools and communities.

The teams attending the training develop an action plan to implement upon returning to their school. Action planning includes; the identification of specific traffic safety-related problems, setting goals and objectives to address those problems, and a time and task chart which outlines how the team members will actually meet their goals and objectives by implementing selected projects.

A Team Spirit staff member facilitates each school team through the action planning process. A mandatory staff training is held 1 month prior to the conference. This training provides the staff with the opportunity to review the action planning process, conference agendas, and team assignments, as well as volunteering for various conference tasks.

Two training conferences are held each summer, one in southeast and one in central Missouri. These trainings are made available to all Missouri school districts. Each training is limited to no more than12 teams with 10 students and 2 advisors per team. Letters, brochures and pre-conference registration materials are sent to school superintendents, principals, counselors and special group advisors. Follow-up phone calls and pre-site visits are made to offer additional information, answer questions, and to motivate and encourage teams to attend.

An additional 3 one-day Team Spirit trainings will be held throughout Missouri during the 2011/2012 school year. These workshops will be done in conjunction with the MoDOT district offices and will be made available to the high schools within each designated district. A team of 10 - 12 students will be recruited to attend from each school. Traffic Safety workshops will be presented and each team will complete an action plan to be implemented in their schools.

By adding the 5 one-day trainings, we now have the potential to reach more than 50 high schools during the 2011-2012 school year.

In addition, a Team Spirit Reunion is held once per year in Jefferson City. This one and one half day training is offered to all trained Team Spirit teams. This training serves as a re-motivator and energizer to teams and encourages them to continue action planning to address traffic safety concerns at their schools

PROBLEM IDENTIFICATION:

A young driver's inexperience combined with extreme risk taking behavior has tragic consequences:

• Young drivers (under 21) are overrepresented in traffic crashes in proportion to the number of licensed drivers. Young drivers comprise 10 percent of the licensed drivers and are involved in 30 percent of the traffic crashes.

- In 2010 a total of 139 people were killed and 13,759 people were injured in Missouri traffic crashes involving young drivers.

- A 2010 state-wide survey among high school students revealed a safety belt usage rate of only 66%. The overall state-wide safety belt usage rate is 76%.

- One person is killed or injured every 30 minutes in a traffic crash involving a young driver.

GOALS AND OBJECTIVES:

To reduce the number and severity of traffic crashes involving young drivers by increasing awareness of young leaders who, assisted by trained adult advisors, will implement projects and activities to address those at greatest risk in their schools and communities

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

Team Spirit teams implemented many different programs across the state in their hometown and schools to educate others on the importance of being safe while driving a vehicle. Some of the programs implemented were: mock DWI car crashes, Battle of the Belt Competition, Every 15 Minutes Program, SIDNE and Seat Belt Convincer from the MO State Highway Patrol, ThinkFirst Presentations and presentations by Pam Holt a trauma nurse with Mercy Hospital. Twenty high school teams participated in the 2012 Team Spirit Leadership Program and completed Action Plans for their schools. These Action Plans will be implemented during the 2011/2012 school year. In addition, following is a list of schools that participated in the training:

Cape Girardeau
July 21 - 23, 2012

Advance High School
Cape Central High School
Carthage High School
Marble Hill High Schools
Poplar Bluff High School
St. Genevieve High School
Sikeston High School
Scott Central High School
Steele High School

Columbia
July 26 - 28 , 2012

Belton
Dixon
Hamilton
Iberia
La Monte
Westphalia

The objectives for increasing the participant's knowledge of traffic crashes and the law, choices and consequences, learning the Action Plan Process, learning strategies for prevention and intervention, leadership, social and organizational skills, was met through the following workshops and daily team time for developing action plans.

Team Spirit participants attended ten workshops or presentations during the conference addressing;
•Keynote Address - Dr. Tim Crowley
•The "Convincer" - MSHP
•Team Building - TSgt. Jason Henke, MO National Guard
•P.A.C.E. Car - Fatal Vision/DWI
•Learning your "True Colors" - Bob Parr & Kate Schnurr
•MSM with Dance and Drums - Bob Parr
•Teen Tragedy - Pam Holt
•Mock DWI Docu Drama Presentations
•Team Building - "Whale of a Good Time" - Bob Parr
•Action Plan Process
•Think First Presentation - Penny Lorenz
•Advisors Workshop - Dr. Tim Crowley

Team Spirit Reunion
March 5 & 6, 2012
Jefferson City, MO

Belton
Cabool
Camdenton
Farmington
Malden
St. Elizabeth
Scott City

One Day Regional Team Spirit Workshop
Farmington, MO
October 19, 2011

Bismarck
Bonne Terre
Farmington
Greenville
Wayne County
Jackson
Licking
Marble Hill
Naylor
Park Hills
Peidmont

One Day Regional Team Spirit Workshop
Lee's Summit, Missouri
March 7, 2012

Belton
Ft. Osage
Kearney
Kingsville
La Monte

Norborne
North Platte
Pleasant Hill
Sherwood

One Day Regional Team Spirit Workshop
Caruthersville, MO
March 14, 2012

Caruthersville
Doniphan
Fredericktown
Kennett
Malden
Poplar Bluff
Ste. Genevieve
Sikeston
Scott County Central

One Day Regional Team Spirit Workshop
Chillicothe, Missouri
April 25, 2012

Braymer
Chillicothe
Hale
Meadville
Milan
Princeton

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	$165,685.44	$150,027.00

HS CONTACT:

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PROJECT TITLE:	PROJECT NUMBER:
ThinkFirst Missouri	12-CP-09-003
PROGRAM AREA:	**JURISDICTION SIZE:**
09	5,000,000
TYPE OF JURISDICTION:	**TARGETED POPULATION:**
Statewide	Statewide
AGENCY NAME:	**AGENCY CONTACT:**
University of MO Curators	Director Michelle Gibler

PROJECT DESCRIPTION:

BACKGROUND
ThinkFirst Missouri is an evidence-based trauma prevention program of the University of Missouri, School of Medicine, Department of Physical Medicine & Rehabilitation. The mission of ThinkFirst is to prevent traumatic injuries through education, research and policy.

ThinkFirst traffic safety education programs strive to reduce the number and severity of traffic crashes involving young drivers, young passengers, and adult drivers by increasing awareness of traffic-related traumatic brain and spinal cord injuries and providing information on ways to prevent these injuries from occurring. Over 100 presentations reaching over 20,000 Missourians are delivered by ThinkFirst each year.

PRESENTATION ELEMENTS
ThinkFirst traffic safety programs are fast-paced group presentations delivered in schools, at worksites, and in community settings throughout Missouri. Presentations feature compelling testimonies of Voices for Injury Prevention (VIP) speakers. VIP speakers are people who have sustained a brain or spinal cord injury, usually due to a motor vehicle crash. These speakers present sobering yet motivational messages about the consequences of life-altering injuries and encourage audiences to take personal responsibility and make safe choices. Audiences learn that motor vehicle crashes can happen to anyone and simple measures like wearing a safety belt can make the difference between life and death, or living with paralysis or brain injury. VIP speakers are carefully selected for their ability to identify with audiences and serve as outstanding peer educators for traffic safety. ThinkFirst efficacy studies consistently demonstrate that students respond most favorably to the VIP speaker featured during each ThinkFirst presentation.

TRAFFIC SAFETY TOPICS EMPHASIZED:
    Safety belt use
    Not speeding
    Not driving while distracted
    Not driving while using a digital device
    Not driving aggressively
    Not driving drowsy
    Safe passenger behavior
    Safe driving behavior
    Helmet use
    Bicycle safety

THINKFIRST TRAFFIC SAFETY SOCIAL MEDIA CAMPAIGN
Social networking continues to dominate communication among teens. With 33% of 12-17 year-olds owning a smartphone, 1 in 3 high school students is carrying the internet at all times A recent study found that smartphone use had more than doubled over the last year. If this trend continues, there could be over 60% of teens with a smartphone in hand by 2012 (Edison & Arbitron, 2011).

In 2009, ThinkFirst Missouri launched a Traffic Safety Social Media Campaign for teens. The goal was to reinforce traffic safety messages presented during ThinkFirst assemblies by connecting with and engaging young people through Facebook. The content, theme, personality and voice of the page leveraged the powerful influence of the VIP survivor

testimony through regular discussion threads, video clips, and photos. Teens were recruited to the page via a personal invitation from the VIP speaker during the school assembly. Daily site management and digital assessment were used to keep the intervention targeted and relevant.

THINKFIRST FACEBOOK FAN PAGE STUDY
A study was conducted during the spring of 2011 to measure the impact of this initiative and demonstrate how social media can be used to reinforce the school-based ThinkFirst For Teens traffic safety program. The results of the study were impressive.

The ThinkFirst Facebook Fan Page experienced steady growth throughout the school year, especially during periods of peak program delivery (October through May). Year one logged in 1,825 total subscribers ("Fans"), an average of five new Fans/day. At the 18-month mark (March 2011), 2,327 people had become Fans. The majority (74%) of users were within the 13 to 24-year-old target demographic, with 43% between the ages of 13 and 17 and 31% between 18 and 24. The number of Fans increased as number of students reached increased. Interaction indicators were considered high, with greatest activity occurring during peak periods of in-school program delivery. There was a minimal loss of Fans (<4%) over the course of the year.

Based on interaction indicators, the ThinkFirst Facebook Fan Page is considered a successful reinforcement tactic with high relevance among teens. It is currently regarded as the most important reinforcement initiative conducted by ThinkFirst and is generating replication from ThinkFirst chapters nationwide.

ADDITIONAL THINKFIRST PREVENTION SERVICES/ROLES:
Traffic Offenders Program
Missouri Coalition for Roadway Safety partner
State Chapter
National Training Center
Research & publications
Public policy support
Multi-agency collaboration

RESOURCES:
GRAPHIX BY DESIGN--Throughout the contract year, professional graphic design services will be provided by Graphix By Design. Graphix By Design created the current ThinkFirst Missouri website and has a proven record of providing high quality work in a timely and cost-efficient manner. Graphix By Design staff will update and maintain the current ThinkFirst Missouri website and provide expert guidance and design services for marketing materials.

UNIVERSITY OF MISSOURI SCHOOL OF JOURNALISM— The partnership between ThinkFirst and the University of Missouri School of Journalism proved to be highly creative and productive during FY 2010-2011. ThinkFirst will continue to access and utilize the services and technical support available to them via the faculty and students of the University of Missouri School of Journalism during FY 2011-2012.

A complete description of the ThinkFirst Missouri chapter and its related programs can be found at http://www.thinkfirst.missouri.edu.

PROBLEM IDENTIFICATION:

NATIONAL
Death and injury on the nation's highways is a public health crisis, especially for youth and members of selected minority groups. Luckily, motor vehicle injuries and fatalities are mostly preventable. Since 1966, the United States has witnessed a 73% reduction in motor vehicle death rates (per 100,000,000 vehicle miles). These reductions have been the result of research and program activities combined with enactment and enforcement of traffic safety laws, changes in vehicle and highway design, public education, and changes in driver and passenger behavior (Finkelstein, et al., 2006).

MISSOURI
According to the Missouri State Highway Patrol (MSHP) Statistical Analysis Center Missouri Traffic Crashes 2010 Edition (SAC), Missouri experienced 152,995 crashes and 878 traffic fatalities in 2009. These fatalities were accompanied by 53,829 traffic injuries and an estimated economic loss of $3,318,707,000.

Traffic fatalities in Missouri have been declining steadily (35% total decline) since 2005 (http://www.savemolives.com/facts-figures.html).The traffic fatality goal set forth by the Missouri Coalition for Roadway Safety (MCRS) was 850 or fewer motor vehicle fatalities by 2012. Fortunately, though the sustained and focused efforts of the MCRS partners across the state, this goal was achieved in 2010.

2005   1,257
2006   1,096
2007   992

2008   960
2009   878
2010   818

Thus far, in 2011, the trend in Missouri traffic fatalities continues to decrease, with a 19% reduction of fatalities reported on April 18, 2011 as compared to a year ago this same time.

CONTRIBUTING CIRCUMSTANCES:

YOUNG DRIVERS
In Missouri, nearly 40% of traffic fatalities were in the 16-35 age group. The most overrepresented age group in fatal traffic crashes in 2009, however, was 16-20 year olds. Of all 2009 traffic crashes, 27.3% involved one or more drivers under the age of 21. Of all fatal crashes, 18.4% involved a young driver. A total of 160 persons were killed and 15,097 were injured in traffic crashes involving young drivers. One person was killed or injured in a young driver involved traffic crash every 53.5 minutes in the state of Missouri. These statistics become even more significant when it is understood that drivers under 21 made up only 9.6% of all Missouri's licensed drivers in 2009 (MSHP SAC, Missouri Traffic Crashes 2010 Edition).

SPEED AND ALCOHOL
Speed and alcohol were the lead probable contributing circumstances in fatal crashes in Missouri in 2009. Of all 2009 Missouri traffic crashes, 17.8% were speed related.

Of all fatal crashes, 41.1% were speed related. A total of 365 persons were killed and 12,428 were injured in this type of crash. In 2009, one person was killed or injured every 1.0 hour in speed related traffic crashes in the state of Missouri (MSHP SAC, Missouri Traffic Crashes 2010 Edition).

Of all fatal crashes in 2009, 30.1% had a person drinking. A total of 264 persons were killed and 4,357 were injured in these crashes. In 2009, one person was killed or injured in drinking-involved crashes every 2.7 hours in the state of Missouri (MSHP SAC, Missouri Traffic Crashes 2010 Edition).

SAFETY BELT USE
One of the best ways to prevent a traffic-related fatality and/or injury is to wear a safety belt. In 2010, Missouri's overall seat belt usage rate was 76 percent, compared to 85 percent nationwide (http://www.savemolives.com/seat-belts.html). Safety belt use among young drivers is even lower. According to the Missouri Safety Center Missouri High School Safety Belt Survey (June 2010), safety belt use for all teenage drivers and teenage front seat outboard passengers combined was 66.5 percent. In addition, three out of four teens killed in traffic crashes are not wearing a seat belt.

In 2010, seven out of 10 Missourians killed in traffic crashes were unbuckled (http://www.savemolives.com/facts-figures.html). Ninety-seven percent of the occupants in those crashes not killed or injured were wearing a seat belt at the time of the crash. In addition, a driver in a Missouri traffic crash in 2008 had a 1 in 3 chance of being injured if they were not wearing a seat belt; however, if they were wearing a seat belt, their chances of being injured in the crash were lowered to 1 in 8. In terms of fatalities, a driver in a Missouri traffic crash had a 1 in 29 chance of being killed if they were not wearing a seat belt, but only a 1 in 1,322 chance of being killed if they were wearing a seat belt (www.savemolives.com/programs/safetybelt.htm).

TRAUMATIC BRAIN AND SPINAL CORD INJURIES
The tragic consequences of motor vehicle-related injuries have far-reaching, long-lasting implications on numerous levels--impacting the individual, families, and communities across the state. Motor vehicle crashes account for 50% of all Traumatic Brain Injuries (TBI) and 44% of all Spinal Cord Injuries (SCI) (Centers for Disease Control and Prevention [CDC], 2003; National Spinal Cord Injury Association, 2004). Consequences of TBI are severe and life-altering, including problems with memory, concentration, mood, judgment, seizures, coordination, vision, speech and emotion. Similarly, consequences of SCI are severe, including loss of mobility, sensation, bowel and bladder control, and sexual function (CDC, 2003). Survivors of both types of traumatic neurological injuries require extensive, on-going rehabilitation. Researchers from the renowned Craig Hospital in Colorado showed that the proportion of those with TBI on Medicaid doubles during the year following injury, and 25.4% of those with SCI become Medicaid patients within five years of the injury.

CONCLUSION
Research and demonstration projects funded by the National Highway Traffic Safety Administration (NHTSA) suggest that combining multiple prevention approaches (including legislation, public information and education, and enforcement) provides the best strategy for influencing behavior. Additionally, NHTSA suggests that community programs that combine education, peer-to-peer persuasion, publicized enforcement, and parental monitoring have the most immediate and greatest potential for increasing teen safety belt use (NHTSA, Traffic Safety Facts, Traffic Tech, Number 308, November 2005).

GOALS AND OBJECTIVES:

PROJECT GOALS
1.To increase knowledge and awareness of the risks related to unsafe driving practices among young people, those most at

risk for traffic-related injuries and deaths.

2. To increase knowledge and awareness of the risks related to unsafe driving practices among adults and parents at the worksite and in community settings.

3. To expand the capacity and improve effectiveness of the ThinkFirst Greater Kansas City chapter and provide technical support to all ThinkFirst chapters in Missouri (Kansas City, Joplin, Springfield, Cape Girardeau, and St. Louis).

4. To expand the ThinkFirst Traffic Safety Social Media campaign for teens.

5. To promote traffic safety and the mission and programs of ThinkFirst by participating in state and national conferences and meetings.

6. To develop and maintain a diverse panel of ThinkFirst Voices for Injury Prevention (VIP) speakers, chapter directors, and traffic safety advocates.

PROJECT OBJECTIVES
1. Deliver eighty-five (85) ThinkFirst presentations statewide by September 30, 2012.

Eighty-five (85) traffic safety presentations featuring at least one (1) ThinkFirst Voices for Injury Prevention (VIP) speaker will be delivered statewide. Presentations will be made available in a variety of formats to accommodate the needs and size of the audience. Thousands of Missourians in school, work, and community settings will receive traffic safety education and become better prepared and motivated to drive safely and responsibly.

Primary coordination of the presentations will be conducted by the Assistant Director, with additional support provided by the Administrative Associate and Director. Presentations are expected to reach approximately 15,000 Missourians during FY 2011-2012.

2. Deliver fifty (50) ThinkFirst presentations via the ThinkFirst Greater Kansas City chapter by September 30, 2012.

Funds are being requested by ThinkFirst Missouri to help support traffic safety program delivery in the Kansas City, Missouri region. ThinkFirst Greater Kansas City, an award-winning chapter of The Research Foundation, has provided traffic safety presentations to students in grades K-12 since 1987. This chapter provides exemplary traffic safety presentations and is widely known and respected throughout the Kansas City region. Funding from MoDOT will enable the Kansas City-based chapter to provide traffic safety education to approximately 12,000 young Missouri drivers and passengers.

As a sub-contractor to ThinkFirst Missouri, ThinkFirst Greater Kansas City will plan and implement fifty (50) traffic safety presentations in the Greater Kansas City area during FY 2011-2012. Funds awarded via this contract will be used to support the planning and implementation of fifty (50) traffic safety presentations, purchase program supplies, teaching models and incentive items, and expenses for travel to one national conference.

The Greater Kansas City chapter will be required to enter into a formal sub-contract agreement with the University of Missouri-Columbia and submit program activity and expense reports at least quarterly. This sub-contract arrangement has worked well in the past, with ThinkFirst KC meeting and/or exceeding all contract deliverables.

The Director of ThinkFirst Missouri will provide oversight to this project and perform one (1) site visit during the contract year to ensure program quality and compliance. The Administrative Associate of ThinkFirst Missouri will provide administrative oversight with attention to budget and fiscal compliance, reporting, and details related to establishing a sub-contract.

3. Expand the ThinkFirst For Teens Traffic Safety Social Media Campaign by enhancing the ThinkFirst Facebook Fan Page and establishing an active presence on additional emerging social media platforms (e.g., Twitter and YouTube) by September 30, 2012.

In effort to remain relevant to the target audience, ThinkFirst is requesting funds to expand its popular Traffic Safety Social Media Campaign for teens. To accomplish this, ThinkFirst will hire a part-time (.25 FTE) social media student intern to develop and proliferate content and interaction among teen users. Ideally, this person will be an upper-level student of the University of Missouri Convergence Journalism program with a demonstrated background in new media proficiency.

This part-time employee will monitor all social media activity, reply to posts, and add/or change content as needed by updating status fields, replying to discussion threads, and adding relevant video, news stories and interactive websites. Content will include traffic safety-related stories and videos, as well as images and narratives from VIP speakers.

This employee will also establish active participation on emerging new media platforms, such as Twitter and YouTube, as

well as recruit participation from students in high school journalism programs throughout Missouri.

The Director and Administrative Associate will provide direct supervision of this employee and user participation and interaction will be tracked and reported to MoDOT.

4. Participate in at least two (2) professional development training workshops and/or conferences by September 30, 2012.

Funds are being requested to attend two (2) state and/or national professional development/ training workshops and/or conferences during FY 2011-2012. Conference travel may include the following venues: 2012 Lifesavers Conference on Highway Safety Priorities, ThinkFirst National Injury Prevention Foundation National Conference on Injury Prevention, Governors Highway Safety Association (GHSA) Conference, or the National Organization for Youth Safety (NOYS) Conference.

5. Deliver presentations, attend, and/or exhibit at statewide conferences to promote traffic safety and the mission and programs of ThinkFirst chapters statewide and network with leaders and members of related agencies and organizations by September 30, 2012.

Funds are being requested for in-state conference travel during FY 2011-2012. Conference travel may include seminars and workshops hosted by the Missouri Coalition for Roadway Safety, Missouri Department of Elementary and Secondary Education, Missouri Coordinated School Health Coalition, Missouri Association of School Nurses, Missouri Association of School Counselors, and the Missouri Public Health Association. Such conferences provide outstanding opportunities for ThinkFirst to present programs, exhibit materials, cultivate relationships with key partners, and generate leads for future program presentations.

6) Plan, implement and evaluate a statewide ThinkFirst Speaker Training Workshop by September 30, 2012.

ThinkFirst will plan, implement, and evaluate a 2-day statewide ThinkFirst Speaker Training Workshop for VIPs, chapter directors, volunteers, and medical personnel. The purpose of the workshop is to improve knowledge, skills and communication, share current best practices in prevention, provide a venue for networking and collaboration among the six (6) chapters and numerous VIPs, discuss issues of program delivery and development, and update attendees on statewide Blueprint activities. Projected attendance is twenty-five (25). The ThinkFirst Missouri Director, Assistant Director, and Administrative Associate will plan, conduct, and evaluate the Training Workshop during the FY 11-12 contract period.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
· Programs (number and success of programs held compared to planned programs, evaluations if available)
· Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
· Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
· Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
· Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
· The success of this type of activity in general and this particular project specifically;
· Whether similar activities should be supported in the future; and
· Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.ThinkFirst Missouri will be responsible for tracking and reporting the total number of ThinkFirst presentations (including ThinkFirst Greater Kansas City presentations) presented at schools, work sites, and community organizations. In addition, ThinkFirst will utilize social media software analytics to provide reports on outcome of Facebook, Twitter, and YouTube pages.

Quarterly progress reports will be submitted to the Missouri Department of Transportation, Traffic and Highway Safety Division as well as a year-end report thirty (30) days after the end of the contract period. The quarterly evaluations and

year-end report will include, but may not be limited to:

--Number and location of presentations delivered during the contract year

--Number of students, employees, and members of community organizations who attended presentations

--Digital analytics of Traffic Safety Social Media platforms

--Summary of statewide ThinkFirst Speaker Training Workshop

--Copy of educational and promotional materials

--Letters of support and/or thanks for presentations

--Essay or questionnaire information

--Newspaper articles, newsletter features, media coverage, etc.

--Other programs involved in (e.g., Missouri Coalition for Roadway Safety/Blueprint Committee, Missouri Injury and Violence Prevention Advisory Committee, ThinkFirst National Injury Prevention Foundation, Young Traffic Offenders programs, legislative support, etc.)

RESULTS:

·   14,355 Missouri students received traffic safety education from the ThinkFirst traffic safety assembly program delivered through 99 presentations at 72 schools (see attached Excel Activity Report "Schools" tab).
·   2,815 Missourians received traffic safety education from the ThinkFirst Corporate/Community Traffic Safety Program delivered through 31 presentations at 29 worksites/organizations (see attached Excel Activity Report "Corp-Community" tab).
·   COMBINED, the Columbia-based ThinkFirst Missouri chapter delivered 130 presentations at 101 sites reaching 17,170 Missourians statewide during FY 11-12.
·   In addition to conducting the traffic safety programs listed above, ThinkFirst Missouri participated in 21 additional traffic safety activities during FY 11-12 (see attached Excel Activity Report, "Additional Activities" tab).
·   The following traffic safety incentive items were purchased and distributed during FY 11-12:

5,000 Buckle up air fresheners with ThinkFirst Facebook page QR code
1,000 Missouri-shaped Post-it note pads with ThinkFirst logo and website
1,000 Lip balm tubes with ThinkFirst logo and website
4,000 ThinkFirst Missouri #1 brochures
515 Tote bags with ThinkFirst Missouri logo
400 Arrive Alive T-shirts
250 T-shirts with ThinkFirst Facebook page QR code
110 T-shirts with ThinkFirst Missouri graphic
48 tumblers with ThinkFirst logo

18,006 Kansas City, Missouri-area students received traffic safety education from ThinkFirst Greater Kansas City through 78 presentations conducted at 47 schools (see attached Excel Activity Report "Kansas City" tab).

COMBINED, the Columbia-based ThinkFirst Missouri chapter and the ThinkFirst Greater Kansas City chapter provided 177 presentations in 149 schools reaching 32,361 students during FY 11-12.

Over the course of the grant year, two social media student interns from the University of Missouri School of Journalism managed the ThinkFirst social media effort. The first intern, Chase Koeneke, worked for ThinkFirst from October 2011 through March 2012. In April 2012, Caitlin Davis assumed the role of social media intern as Chase Koeneke was nearing graduation. The social media intern position was supported at a .25 FTE level using MoDOT grant funds. At no time did the FTE employment of the two interns overlap.

During the first half of FY 11-12, ThinkFirst worked to develop its identity as a Facebook "group" with the goal of increasing engagement between fans and the ThinkFirst VIP speakers. Unfortunately, the Facebook group format experienced low traffic and was not embraced by VIP speakers or teen users. Because of this, ThinkFirst retired its Facebook group platform and replaced it with a standard Facebook fan page. Soon after making this switch, fan numbers and user interaction improved significantly.

The ThinkFirst Facebook page platform proved to be a more popular and engaging digital platform than its counterpart platform, the Facebook "group." Utilizing the creative skills and youthful voice of a student intern from MU has proven to be the best strategy for managing the page, cultivating the fan base, and increasing user engagement. Future plans include growing the fan base, increasing user interaction, recruiting User Generated Content, hosting contests, and continuing to

evaluate the overall reach and impact of the initiative. Currently, the ThinkFirst Facebook page is considered to be the most effective and efficient reinforcement activity conducted by ThinkFirst.

With the permission of Highway Safety grant manager, Carrie Wolken, ThinkFirst was allowed to redirect the remaining educational/incentive funds in the following two ways: 1) purchase and distribute traffic safety incentive and reminder items for high schools students throughout the state, and 2) pay for VIP speaker stipend fees incurred while delivering traffic safety presentations.

ThinkFirst staff exhibited and/or delivered presentations at the following statewide conferences to promote ThinkFirst as a statewide traffic safety resource:

Mo Association of Secondary School Principals Conference (Columbia)
Mo School Counselors Association Conference (Osage Beach)
Mo Coordinated School Health Conference (Osage Beach)
Mo Annual Traffic and Safety Conference (Columbia)
Mo Law Enforcement Traffic Safety Advisory Council (LETSAC) Conference (Lake Ozark)

A statewide ThinkFirst Speaker Training Workshop was conducted June 18-19, 2012 at Stoney Creek Inn in Columbia, MO. A total of 32 people attended the two-day event. The primary purpose of the Workshop was to improve the knowledge and skills of the ThinkFirst VIP speakers.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
402 / 20.600	$316,932.58	$316,932.58

HS CONTACT:

Carrie Wolken

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

PROJECT TITLE:

Missouri Operation Lifesaver

PROGRAM AREA:

02

TYPE OF JURISDICTION:

Statewide

AGENCY NAME:

Missouri Operation Lifesaver

PROJECT NUMBER:

12-RH-02-001

JURISDICTION SIZE:

5,700,000

TARGETED POPULATION:

All Drivers

AGENCY CONTACT:

Director Rick Mooney

PROJECT DESCRIPTION:

Operation Lifesaver will conduct safety presentations across Missouri. We will target 10 counties that have been identified as having the most highway-rail collisions for the past two years and give more presentations to drivers in those particular counties. Safety materials and supplies to supplement the education will be provided to the recipients. Rail Safety Week in April to publicize our program and MoDOT's leadership role in this safety endeavor.

At least half of the 10 target counties will be selected in September as we conduct mini-blitzes in the communities within those counties. Educational presentations and enforcement saturation will be conducted to encourage motorists, especially professional truck drivers, to drive safety as they approach rail crossings and to keep away from the tracks. PSA's will run in most of the target counties during September to further get our safety message out to all drivers.

PROBLEM IDENTIFICATION:

Operation Lifesaver and MoDOT, along with the Highway Patrol, have partnered together to promote rail safety in Missouri. With Missouri having the second and third largest hubs for rail traffic in the nation, the number of trains traveling through Missouri reach record numbers. Missouri continues to see too many highway-rail fatalities and an alarming number of trespass fatalities. Eight people were killed at highway-rail crossings in 2010 in 41 highway-rail grade crossing collisions and an additional 18 people seriously injured. Another 9 people were killed and 14 injured while walking on or along the railroad tracks in 2010. Educational and enforcement opportunities are critical to reversing these numbers.

The Missouri Department of Transportation Railroad Section, Operation Lifesaver, Missouri State Highway Patrol and many Missouri railroad companies have teamed up to try to reduce the number of highway-rail collisions and trespass incidents. MoDOT and Operation Lifesaver continue to be the lead partners, and work toward reducing grade crossing collisions through emphasis on the three E's:
* Education
* Enforcement
* Engineering

GOALS AND OBJECTIVES:

The following items are target programs that partnerships have identified as critical elements to the success of outreach efforts:

* Increase educational outreach in target/problem counties in which grade crossing collisions occur.

* Reduce trespassers on railroad property through educational and enforcement programs.

* Educate motor vehicle operators on hazards of driving around lights and gates in the down position.

* Identify ways of reaching driver education programs to emphasize rail safety within their programs.

* Alert law enforcement groups to motorists driving around gates or "near misses" to help enforce local/state laws.

* Increase safety presentations and e-learning information to professional truck drivers to try to reduce the number of collisions between trucks and trains.

* Work with the existing Blueprint for Highway Safety Coalitions to combine rail safety efforts with existing highway safety initiatives.

EVALUATION:

The MHTC will administratively evaluate this project. Evaluation will be based, at a minimum, upon the following:

1. Timely submission of monthly reimbursement vouchers and appropriate documentation to support reimbursement for expenditures (i.e., personal services, equipment, materials)
2. Timely submission of periodic reports (i.e., monthly, quarterly, semi-annual) as required
3. Timely submission of the Year End Report of activity (due within 30 days after contract completion date)
4. Attaining the Goals set forth in this contract*
5. Accomplishing the Objectives* established to meet the project Goals, such as:
·   Programs (number and success of programs held compared to planned programs, evaluations if available)
·   Training (actual vs. anticipated enrollment, student evaluations of the class, student test scores on course examinations, location of classes, class cancellation information)
·   Equipment purchases (timely purchase of equipment utilized to support and enhance the traffic safety effort; documentation of equipment use and frequency of use)
·   Public awareness activities (media releases, promotion events, incentive items or education materials produced or purchased)
·   Other (any other information or material that supports the Objectives)
6. The project will be evaluated by the Traffic and Highway Safety Division through annual crash analysis.

Evaluation results will be used to determine:
·   The success of this type of activity in general and this particular project specifically;
·   Whether similar activities should be supported in the future; and
·   Whether grantee will receive funding for future projects.

*Evaluation and requests to fund future projects will not be based solely on attaining Goals and/or Objectives if satisfactory justification is provided.

RESULTS:

The first of the Positive Enforcement Programs (PEP) conducted was in Webster and Greene Counties on January 18. Nine people worked 9 crossings and talked with 550 drivers. Also, Highway Patrol Officer Jason Pace and Rick Mooney conducted a 20 minute radio show that same morning. An Officer on the train followed up in the morning in the Springfield area. On March 20-21 PEPs were held in New Madrid and Stoddard /counties. Nineteen people worked 21 crossings and talked with 1, 869 drivers. Also, the Highway Patrol Officer Clark Parrott and Rick Mooney conducted a 40 minute radio show from Cape Girardeau on the 20th. Only 1 crossing fatality had occurred. There are 9 additional PEPs scheduled around the state to start April 16 and run through the end of the fiscal year.

FUNDING:	AWARDED AMOUNT:	DISBURSED AMOUNT:
	$10,000.00	$10,000.00

HS CONTACT:

Pam Hoelscher

P.O. Box 270

1320 Creek Trail Drive

Jefferson City, MO 65102

1-800-800-2358

Project Number	Grantee	Project Title	Awarded Amount	Funding Source
12-154-AL-003	Aurora Police Dept.	Impaired Driving Enforcement	$ 5,000.00	154 AL
12-154-AL-007	Belton Police Dept.	DWI Enforcement	$ 5,300.00	154 AL
12-154-AL-008	Belton Police Dept.	Sobriety Checkpoint	$ 8,000.00	154 AL
12-154-AL-004	Billings Police Dept.	DWI Enforcement	$ 3,000.00	154 AL
12-154-AL-005	Bolivar Police Dept.	DWI Enforcement	$ 4,000.00	154 AL
12-154-AL-006	Boone County Sheriff's Dept.	Boone County Compliance Checks	$ 2,112.00	154 AL
12-154-AL-016	Boone County Sheriff's Dept.	Full-Time DWI / Traffic Unit	$ 53,403.47	154 AL
12-154-AL-017	Boone County Sheriff's Dept.	Sobriety Checkpoint / Saturation Patrols	$ 19,608.30	154 AL
12-154-AL-018	Branson Police Dept.	DWI Checkpoint/Saturation Patrol	$ 5,000.00	154 AL
12-154-AL-019	Branson Police Dept.	Youth Alcohol Enforcement	$ 2,000.00	154 AL
12-154-AL-021	Butler County Sheriff's Dept.	Butler County DWI Enforcement	$ 9,000.00	154 AL
12-154-AL-022	Callaway County Sheriff's Dept.	Callaway County DWI Enforcement	$ 10,000.00	154 AL
12-154-AL-023	Camden County Sheriff's Office	DWI Enforcement Unit	$ 41,721.02	154 AL
12-154-AL-025	Camden County Sheriff's Office	DWI Enforcement and Reduction	$ 10,000.00	154 AL
12-154-AL-026	Canton Police Dept.	DWI Enforcement	$ 1,500.00	154 AL
12-154-AL-027	Cape Girardeau County Sheriff's Dept.	DWI Enforcement Overtime	$ 7,000.00	154 AL
12-154-AL-029	Cape Girardeau Police Dept.	DWI Enforcement	$ 10,000.00	154 AL
12-154-AL-031	Cape Girardeau Police Dept.	Sobriety Checkpoints	$ 2,500.00	154 AL
12-154-AL-034	Carterville Police Dept.	DWI Enforcement	$ 5,000.00	154 AL
12-154-AL-035	Carthage Police Dept.	DWI Enforcement	$ 3,875.00	154 AL
12-154-AL-037	Caruthersville Police Dept.	DWI Overtime Enforcement	$ 2,000.00	154 AL
12-154-AL-038	Christian County Sheriff's Dept.	DWI Enforcement	$ 15,295.00	154 AL
12-154-AL-039	Christian County Sheriff's Dept.	Youth Alcohol Enforcement	$ 3,000.00	154 AL
12-154-AL-048	Clark County Sheriff's Dept.	Northeast Missouri DWI Task Force	$ 6,000.00	154 AL
12-154-AL-049	Clark County Sheriff's Dept.	DWI/Drug Impaired Enforcement	$ 5,250.00	154 AL
12-154-AL-009	Clay County Sheriff's Office	Youth Alcohol Enforcement	$ 5,000.00	154 AL
12-154-AL-010	Clay County Sheriff's Office	Sobriety Checkpoints / DWI Enforcement	$ 13,000.00	154 AL
12-154-AL-011	Cleveland Police Dept.	Cass County STEP/DWI Enforcement	$ 2,000.00	154 AL
12-154-AL-050	Cole County Sheriff's Dept.	Sobriety Checkpoints/DWI Enforcement	$ 16,000.00	154 AL
12-154-AL-051	Crawford County Sheriff's Dept.	HMV / Alcohol Involved	$ 5,000.00	154 AL
12-154-AL-052	Cuba Police Dept.	DWI Enforcement and Sobriety Checkpoints	$ 3,000.00	154 AL
12-154-AL-053	Dallas County Sheriff's Office	DWI Enforcement	$ 5,000.00	154 AL

Project Number	Grantee	Project Title	Awarded Amount	Funding Source
12-154-AL-054	Dexter Police Dept.	DWI Enforcement	$ 2,000.00	154 AL
12-154-AL-055	Douglas County Sheriff's Dept.	DWI Enforcement	$ 4,000.00	154 AL
12-154-AL-056	Farmington Police Dept.	DWI Enforcement	$ 11,815.00	154 AL
12-154-AL-057	Greene County Sheriff's Office	DWI Enforcement	$ 75,000.00	154 AL
12-154-AL-058	Greene County Sheriff's Office	Youth Alcohol Enforcement	$ 60,000.00	154 AL
12-154-AL-086	Greene County Sheriff's Office	DWI Enforcement Unit	$ 175,000.00	154 AL
12-154-AL-060	Hayti Police Dept.	DWI Enforcement	$ 5,000.00	154 AL
12-154-AL-063	Hollister Police Dept.	DWI Enforcement	$ 3,000.00	154 AL
12-154-AL-064	Howell County Sheriff's Dept.	DWI Enforcement	$ 8,000.00	154 AL
12-154-AL-012	Independence Police Dept.	Sobriety Checkpoint / DWI Enforcement	$ 172,000.00	154 AL
12-154-AL-020	Jackson County Sheriff's Office	Jackson Co. Traffic Safety Unit	$ 181,563.33	154 AL
12-154-AL-065	Jefferson City Police Dept.	DWI Enforcement	$ 25,000.00	154 AL
12-154-AL-047	Jefferson County Sheriff's Office	DWI Enforcement	$ 139,982.70	154 AL
12-154-AL-066	Joplin Police Dept.	DWI Enforcement & Youth Alcohol	$ 11,250.00	154 AL
12-154-AL-067	Joplin Police Dept.	Full-Time DWI Unit	$ 62,580.78	154 AL
12-154-AL-024	Kansas City MO Board of Police Commissioners	DWI Enforcement	$ 156,866.00	154 AL
12-154-AL-028	Kansas City MO Board of Police Commissioners	Youth Alcohol	$ 40,007.00	154 AL
12-154-AL-030	Kansas City MO Board of Police Commissioners	Sobriety Checkpoint	$ 137,483.00	154 AL
12-154-AL-068	Kennett Police Dept.	Sobriety Checkpoints	$ 6,000.00	154 AL
12-154-AL-069	Kennett Police Dept.	DWI Enforcement	$ 15,000.00	154 AL
12-154-AL-089	Kennett Police Dept.	Sobriety Checkpoint & DWI (FY2011)	$ 6,680.69	154 AL
12-154-AL-087	Lamar Police Dept.	DWI Enforcement	$ 1,500.00	154 AL
12-154-AL-070	Lawrence County Sheriff's Dept.	DWI Enforcement	$ 8,000.00	154 AL
12-154-AL-071	Leadington Police Dept.	DWI Enforcement	$ 2,000.00	154 AL
12-154-AL-013	Lee's Summit Police Dept.	DWI Enforcement	$ 42,000.00	154 AL
12-154-AL-014	Livingston County Sheriff's Dept.	DWI Enforcement	$ 5,000.00	154 AL
12-154-AL-083	Missouri Safety Center	Statewide DWI Enforcement	$ 243,890.77	154 AL
12-154-AL-085	Missouri Safety Center	Alcohol Impaired Driving Countermeasures	$ 405,777.13	154 AL
12-154-AL-041	MO Dept. of Revenue	DOR and Law Enforcement Training	$ 18,720.00	154 AL
12-154-AL-042	MO Dept. of Revenue	Attorney and Legal Assistant	$ 125,250.50	154 AL
12-154-AL-032	MO Div. of Alcohol and Tobacco Control	Alcohol Compliance Check Training	$ 72,720.00	154 AL
12-154-AL-084	MO State Highway Patrol	DWI Tracking System (DWITS)	$ 50,050.00	154 AL

Project Number	Grantee	Project Title	Awarded Amount	Funding Source
12-154-AL-072	Moberly Police Dept.	DWI Enforcement/Sobriety Checkpoint	$ 3,000.00	154 AL
12-154-AL-073	Monett Police Dept.	DWI Enforcement/Sobriety Checkpoints	$ 6,400.00	154 AL
12-154-AL-074	Morgan County Sheriff's Office	DWI Enforcement	$ 5,000.00	154 AL
12-154-AL-043	Mothers Against Drunk Driving	MADD Court Monitoring Project	$ 126,127.00	154 AL
12-154-AL-075	Mountain View Police Dept.	Sobriety Checkpoints/Saturation Patrol	$ 3,000.00	154 AL
12-154-AL-076	Newton County Sheriff's Dept.	DWI Enforcement	$ 10,000.00	154 AL
12-154-AL-044	Office of State Courts Administrator	DWI Court Projects	$ 324,640.82	154 AL
12-154-AL-077	Oronogo Police Department	Sobriety Checkpoint / Saturation Patrols	$ 3,500.00	154 AL
12-154-AL-059	Pevely Police Dept.	DWI Wolfpack Enforcement	$ 8,010.00	154 AL
12-154-AL-015	Pleasant Hill Police Dept.	D.W.I. Enforcement	$ 6,000.00	154 AL
12-154-AL-080	Smithville Police Dept.	Sobriety Checkpoint / DWI Enforcement	$ 41,000.00	154 AL
12-154-AL-078	Springfield Police Dept.	DWI Enforcement	$ 74,200.00	154 AL
12-154-AL-079	Springfield Police Dept.	Sobriety Checkpoint	$ 24,600.00	154 AL
12-154-AL-036	St. Louis County Police Dept.	Sobriety Checkpoints and DWI Saturation	$ 85,152.00	154 AL
12-154-AL-040	St. Louis County Police Dept.	St. Louis County HMV/DWI Unit	$ 141,210.00	154 AL
12-154-AL-033	Traffic and Highway Safety Division	Youth Alcohol	$ 25,970.00	154 AL
12-154-AL-045	Traffic and Highway Safety Division	Youth Alcohol Campaign	$ 125,000.00	154 AL
12-154-AL-061	Traffic and Highway Safety Division	Southwest Missouri DWI Task Force	$ 3,000.00	154 AL
12-154-AL-062	Traffic and Highway Safety Division	Statewide DWI Enforcement	$ 97,000.00	154 AL
12-154-AL-088	Traffic and Highway Safety Division	Alliance Sports Marketing	$ 138,000.00	154 AL
12-154-AL-046	University of MO Curators	SMART CHEERS DriveSafeDriveSmart	$ 257,441.76	154 AL
12-154-AL-081	Waynesville Police Dept.	DWI Enforcement	$ 3,495.14	154 AL
12-154-AL-082	Webb City Police Dept.	DWI Enforcement	$ 12,000.00	154 AL
		Total 154 AL	$ 4,085,448.41	
12-154-HE-001	MoDOT Financial Services	2012 HE	$ 20,000,000.00	154 HE
		Total 154 HE	$ 20,000,000.00	
12-164-AL-001	Missouri Safety Center	BA Upgrade 2012	$ 1,000,000.00	164 AL
		Total 164 AL	$ 1,000,000.00	
12-164-HE-001	MoDOT Financial Services	2012 HE 164	$ 13,964,448.00	164 HE

Project Number	Grantee	Project Title	Awarded Amount	Funding Source
		Total 164 HE	$ 13,964,448.00	
12-K6-12-001	Traffic and Highway Safety Division	Motorcycle Safety Awareness	$ 142,107.30	2010
		Total 2010	$ 142,107.30	
12-K3-05-001	Chesterfield Police Dept.	CPS/Traffic Safety	$ 28,261.92	2011
12-K3-05-003	Missouri Safety Center	Click It or Ticket - CPS Enforcement	$ 105,990.77	2011
12-K3-05-002	Traffic and Highway Safety Division	Child Passenger Safety 2011(d)	$ 240,000.00	2011
		Total 2011	$ 374,252.69	
12-PT-02-037	Arnold Police Dept.	Hazardous Moving Violations	$ 9,009.00	402
12-PT-02-038	Ballwin Police Dept.	Hazardous Moving Violations	$ 3,990.00	402
12-PT-02-039	Bellefontaine Neighbors Police Dept.	Aggressive Drivers	$ 7,004.00	402
12-PT-02-004	Belton Police Dept.	Hazardous Moving	$ 6,000.00	402
12-PT-02-001	Bolivar Police Dept.	2012 Hazardous Moving Grant	$ 3,000.00	402
12-PT-02-002	Boone County Sheriff's Dept.	HMV - Slowdown	$ 18,667.20	402
12-PT-02-023	Branson Police Dept.	HMV Enforcement	$ 3,000.00	402
12-PT-02-040	Brentwood Police Dept.	Creating Awareness for Motorists	$ 9,050.45	402
12-PT-02-041	Bridgeton Police Dept.	Hazardous Moving Violations	$ 10,000.50	402
12-PT-02-005	Buchanan County Sheriff's Dept.	Buchanan County Speed Enforcement	$ 3,000.00	402
12-PT-02-025	Butler County Sheriff's Dept.	Enforcing HMV laws in Butler County, MO	$ 6,000.00	402
12-PT-02-027	Camden County Sheriff's Office	Hazardous Moving Violation Enforcement	$ 8,000.00	402
12-PT-02-028	Cape Girardeau Police Dept.	HMV Enforcement	$ 7,000.00	402
12-CP-09-001	Cape Girardeau Safe Communities	Team Spirit Youth Traffic Safety Program	$ 165,685.44	402
12-SA-09-002	Cape Girardeau Safe Communities	Cape Girardeau Safe Communities Program	$ 60,000.00	402
12-PT-02-006	Cass County Sheriff's Office	Hazardous Moving Violation	$ 5,000.00	402
12-PT-02-042	Chesterfield Police Dept.	HMV Enforcement	$ 7,470.00	402
12-PT-02-007	Chillicothe Police Dept.	Hazardous Moving Enforcement	$ 1,800.00	402
12-PT-02-031	Christian County Sheriff's Dept.	HMV Enforcement Grant	$ 6,000.00	402
12-PT-02-008	Clay County Sheriff's Office	Hazardous Moving Violation Enforcement	$ 8,000.00	402
12-PT-02-009	Clinton Police Dept.	Hazardous Moving Violations Enforcement	$ 6,000.00	402
12-PT-02-059	Cole County Sheriff's Dept.	HMV Enforcement	$ 6,248.00	402

Project Number	Grantee	Project Title	Awarded Amount	Funding Source
12-PT-02-060	Columbia Police Dept.	HMV Enforcement	$ 8,000.00	402
12-PT-02-043	Creve Coeur Police Dept.	Speed Enforcement	$ 5,000.00	402
12-PT-02-044	Crystal City Police Dept.	Hazardous Moving Violations Enforcement	$ 3,999.87	402
12-PT-02-045	Des Peres Dept. of Public Safety	Hazardous Moving Violation Enforcement	$ 3,200.00	402
12-PT-02-046	Eureka Police Dept.	Hazardous Moving Violations	$ 9,981.48	402
12-PT-02-093	Farmington Police Dept.	HMV Enforcement	$ 5,000.00	402
12-PT-02-047	Ferguson Police Dept.	IS-270 Enforcement Activity	$ 4,515.00	402
12-PT-02-048	Festus Police Dept.	Hazardous Moving Violation Enforcement	$ 17,000.00	402
12-PT-02-049	Foristell Police Dept.	Traffic Safety 2012	$ 3,507.50	402
12-PT-02-050	Franklin County Sheriff's Dept.	Hazardous Moving/Speed Enforcement	$ 10,000.00	402
12-PT-02-010	Gladstone Dept. of Public Safety	Hazardous Moving Violation Enforcement	$ 7,000.00	402
12-PT-02-051	Glendale Police Dept.	Hazardous Moving Violation	$ 2,126.25	402
12-PT-02-011	Grandview Police Dept.	HMV Enforcement	$ 8,000.00	402
12-PT-02-065	Greene County Sheriff's Office	2012 HMV Enforcement	$ 60,000.00	402
12-PT-02-052	Hazelwood Police Dept.	Hazelwood PD Hazardous Moving Violations	$ 9,960.00	402
12-PT-02-053	Herculaneum Police Dept.	Hazardous Moving Violations	$ 2,995.20	402
12-PT-02-071	Howell County Sheriff's Dept.	Hazardous Moving Violation	$ 2,000.00	402
12-PT-02-012	Independence Police Dept.	Hazardous Moving Violation	$ 150,000.00	402
12-PT-02-024	Jackson County Sheriff's Office	Hazardous Moving Violation	$ 8,000.00	402
12-PT-02-073	Jackson Police Dept.	Hazardous Moving Violation Enforcement	$ 2,000.00	402
12-PT-02-074	Jasper County Sheriff's Office	HMV Enforcement	$ 10,000.00	402
12-PT-02-075	Jefferson City Police Dept.	Hazardous Moving Violations	$ 15,000.00	402
12-PT-02-055	Jefferson County Sheriff's Office	Hazardous Moving Violation	$ 85,013.70	402
12-PT-02-076	Joplin Police Dept.	HMV Enforcement	$ 8,000.00	402
12-PT-02-026	Kansas City MO Board of Police Commissioners	Hazardous Moving Violations Enforcement	$ 200,000.00	402
12-PT-02-029	Kansas City MO Board of Police Commissioners	Occupant Protection	$ 30,000.00	402
12-PT-02-079	Kennett Police Dept.	HMV Enforcement	$ 5,000.00	402
12-PT-02-116	Kennett Police Dept.	Hazardous Moving Violation (FY2011)	$ 1,063.92	402
12-PT-02-056	Kirkwood Police Dept.	2012 HMV & MDT PROJECT	$ 10,006.88	402
12-PT-02-057	Lake St. Louis Police Dept.	HMV Enforcement	$ 1,995.00	402
12-PT-02-089	Lawrence County Sheriff's Dept.	Hazardous Moving Violation	$ 4,795.00	402
12-PT-02-013	Lee's Summit Police Dept.	HMV Enforcement	$ 37,600.00	402

Project Number	Grantee	Project Title	Awarded Amount	Funding Source
12-PT-02-014	Liberty Police Dept.	Hazardous Moving Violation	$ 5,000.00	402
12-PT-02-015	Livingston County Sheriff's Dept.	HMV Enforcement	$ 5,000.00	402
12-PT-02-058	Manchester Police Dept.	Hazardous Moving Violations	$ 2,000.00	402
12-PT-02-061	Maryland Heights Police Dept.	I-270 Speed Enforcement	$ 10,016.51	402
12-RH-02-001	Missouri Operation Lifesaver	Missouri Operation Lifesaver	$ 10,000.00	402
12-DE-02-003	Missouri Police Chiefs Association	LE Driving & Response Training	$ 35,537.30	402
12-AI-04-001	Missouri Safety Center	Crash Investigation Training	$ 59,870.53	402
12-DE-02-006	Missouri Safety Center	Driver Improvement Program	$ 47,329.00	402
12-OP-05-001	Missouri Safety Center	Teen (High School) Seat Belt Survey	$ 64,168.32	402
12-OP-05-002	Missouri Safety Center	Youth Seat Belt Enforcement	$ 44,790.77	402
12-OP-05-004	Missouri Safety Center	Statewide Seat Belt Survey	$ 116,993.76	402
12-OP-05-005	Missouri Safety Center	CIOT Enforcement	$ 85,390.77	402
12-DE-02-005	Missouri Sheriffs Association	Law Enforcement Officer Driver Training	$ 12,514.00	402
12-PT-02-032	Missouri Southern State University	Law Enforcement Training	$ 24,000.00	402
12-PT-02-033	MO State Highway Patrol	Skill Development	$ 19,000.00	402
12-PT-02-034	MO State Highway Patrol	Radar/EVOC/Instr Develop/Equip Materials	$ 59,321.92	402
12-PT-02-035	MO State Highway Patrol	Accident Investigation Training	$ 62,945.50	402
12-PT-02-104	MO State Highway Patrol	STEP Hazardous Moving Violations	$ 101,200.00	402
12-PT-02-108	MO State Highway Patrol	Speed Enforcement	$ 75,152.00	402
12-PT-02-109	MO State Highway Patrol	Click It or Ticket Seat Belt enforcement	$ 51,000.00	402
12-PT-02-110	MO State Highway Patrol	SAC Support	$ 4,413.72	402
12-PT-02-114	MO State Highway Patrol	Statewide Traffic Accident Records Sys.	$ 76.00	402
12-PT-02-115	Moline Acres Police Dept.	HMV	$ 10,011.00	402
12-PT-02-090	Neosho Police Dept.	Hazardous Motor Violation	$ 2,000.00	402
12-PT-02-091	Newton County Sheriff's Dept.	Hazardous Moving Violation	$ 8,000.00	402
12-PT-02-092	Nixa Police Dept.	HMV / Occupant Protection Enforcement	$ 8,000.00	402
12-PT-02-016	North Kansas City Police Dept.	Hazardous Moving Violations	$ 6,000.00	402
12-PT-02-062	O'Fallon Police Dept.	Speeding/Red Light Violation Enforcement	$ 9,998.59	402
12-PT-02-063	Olivette Police Dept.	Citywide HMV Enforcement	$ 2,025.00	402
12-PT-02-094	Osage Beach Police Department	HMV Enforcement	$ 3,000.00	402
12-PT-02-064	Overland Police Dept.	Hazardous & Speeding	$ 8,986.05	402
12-PT-02-095	Ozark Police Dept.	HMV Enforcement	$ 4,000.00	402

Project Number	Grantee	Project Title	Awarded Amount	Funding Source
12-SA-09-001	Ozark Technical Community College	Safe Communities Grant	$ 35,617.42	402
12-PT-02-066	Pacific Police Dept.	Speed and Occupant Protection	$ 3,032.66	402
12-PT-02-096	Pemiscot County Sheriff's Office	Hazardous Moving Violation	$ 2,000.00	402
12-PT-02-017	Pettis County Sheriff's Office	Hazardous Moving Violation	$ 4,000.00	402
12-PT-02-067	Pevely Police Dept.	Aggressive Driving Enforcement	$ 8,010.00	402
12-SE-02-001	Phelps County Sheriff's Dept.	Speed Enforcement	$ 4,000.00	402
12-PT-02-018	Platte County Sheriff's Office	Hazardous Moving Violation	$ 9,000.00	402
12-PT-02-019	Platte County Sheriff's Office	Traffic Safety Officer	$ 20,434.50	402
12-PT-02-020	Raymore Police Dept.	Hazardous Moving Violation Enforcement	$ 5,000.00	402
12-PT-02-021	Raytown Police Dept.	HMV Enforcement	$ 9,800.00	402
12-PT-02-111	REJIS	2012 Project Support	$ 5,000.00	402
12-PT-02-097	Republic Police Dept.	HMV Enforcement	$ 3,000.00	402
12-PT-02-068	Richmond Heights Police Dept.	Hazardous Moving Violation Enforcement	$ 4,998.00	402
12-PT-02-098	Rolla Police Dept.	Hazardous Moving Violation	$ 6,000.00	402
12-PT-02-099	Scott County Sheriff's Office	HMV Enforcement	$ 3,000.00	402
12-PT-02-069	Sedalia Police Dept.	Hazardous Moving Violation Grant 2012	$ 4,980.00	402
12-PT-02-100	Springfield Police Dept.	HMV Enforcement	$ 65,400.00	402
12-PT-02-070	St. Charles City Police Dept.	Hazardous Moving Violations	$ 11,520.00	402
12-PT-02-072	St. Charles County Sheriff's Dept.	Hazardous Moving Violation Enforcement	$ 12,000.00	402
12-PT-02-077	St. Clair Police Dept.	Speed Enforcement	$ 1,989.00	402
12-PT-02-078	St. John Police Dept.	Hazardous Moving Violation	$ 4,004.00	402
12-PT-02-022	St. Joseph Police Dept.	HMV Enforcement	$ 6,000.00	402
12-PT-02-030	St. Louis County Police Dept.	Highway Safety Unit	$ 136,362.00	402
12-PT-02-080	St. Louis Metro Police Dept.	Hazardous Violations/Speed Enforcement	$ 124,994.00	402
12-PT-02-081	St. Peters Police Dept.	Hazardous Moving Viol. Hwy 70 and 364	$ 19,015.30	402
12-PT-02-101	St. Robert Police Dept.	HMV Enforcement	$ 3,000.00	402
12-PT-02-102	Stone County Sheriff's Office	HMV Enforcement	$ 3,000.00	402
12-PT-02-082	Town & Country Police Dept.	HMV Enforcement Activity	$ 15,015.00	402
12-CP-09-002	Traffic and Highway Safety Division	Young Driver	$ 14,954.11	402
12-CR-05-001	Traffic and Highway Safety Division	CPS Program Activities	$ 12,000.00	402
12-CR-05-002	Traffic and Highway Safety Division	Child Passenger Safety Coordination	$ 60,000.00	402
12-DE-02-002	Traffic and Highway Safety Division	Parent/Teen Instructional Guide	$ 20,181.39	402

Project Number	Grantee	Project Title	Awarded Amount	Funding Source
12-DE-02-004	Traffic and Highway Safety Division	In-House Older Driver Project	$ 4,000.00	402
12-OP-05-003	Traffic and Highway Safety Division	2012 Click It or Ticket	$ 55,550.00	402
12-PA-02-001	Traffic and Highway Safety Division	Planning and Administration	$ 125,000.00	402
12-PM-02-001	Traffic and Highway Safety Division	Click It or Ticket	$ 179,121.77	402
12-PM-02-002	Traffic and Highway Safety Division	Youth Seat Belt	$ 96,250.00	402
12-PM-02-003	Traffic and Highway Safety Division	Work Zone Safety	$ 50,000.00	402
12-PM-02-004	Traffic and Highway Safety Division	PI Creative Services	$ 30,000.00	402
12-PS-02-001	Traffic and Highway Safety Division	Bicycle and Pedestrian Safety	$ 500.00	402
12-PT-02-003	Traffic and Highway Safety Division	Tween Safety Program	$ 10,000.00	402
12-PT-02-036	Traffic and Highway Safety Division	Public Information and Education General	$ 20,000.00	402
12-PT-02-054	Traffic and Highway Safety Division	Statewide HMV	$ 45,670.00	402
12-PT-02-088	Traffic and Highway Safety Division	LETSAC	$ 35,000.00	402
12-PT-02-112	Traffic and Highway Safety Division	PTS Program Coordination	$ 200,000.00	402
12-PT-02-113	Traffic and Highway Safety Division	PA Training Travel Sponsorship	$ 45,000.00	402
12-RS-11-001	Traffic and Highway Safety Division	MoDOT Traffic & Safety Conference	$ 30,000.00	402
12-RS-11-002	Traffic and Highway Safety Division	BEAP/TEAP	$ 60,000.00	402
12-PT-02-083	Troy Police Dept.	Hazardous Moving Violations	$ 4,520.00	402
12-PT-02-084	Union Police Dept.	Hazardous Moving Violation Enforcement	$ 7,502.00	402
12-PT-02-085	University City Police Dept.	Hazardous Moving Violation	$ 7,980.00	402
12-CP-09-003	University of MO Curators	ThinkFirst Missouri	$ 316,932.58	402
12-DE-02-007	University of MO Curators	Decide to Drive Campaign	$ 50,908.00	402
12-EM-02-001	University of MO Curators	Highway Safety Course Delivery	$ 23,450.00	402
12-PT-02-103	Washington County Sheriff's Dept.	HMV-Seat Belt Enforcement	$ 4,000.00	402
12-PT-02-086	Washington Police Dept.	Hazardous Moving Violation Grant	$ 5,010.00	402
12-DL-02-001	Washington University - Attn: Connie Motoki	Expanding Medical fitness to drive	$ 109,999.00	402
12-PT-02-105	Webb City Police Dept.	HMV Enforcement	$ 6,500.00	402
12-PT-02-106	Webster County Sheriff's Office	HMV Enforcement	$ 5,000.00	402
12-PT-02-087	Webster Groves Police Dept.	HMV FY2012	$ 3,000.00	402
12-PT-02-107	West Plains Police Dept.	HMV Enforcement	$ 4,000.00	402
		Total 402	**$ 4,220,625.86**	
12-AL-03-002	Missouri Safety Center	Drug Evaluation Program Coordination	$ 15,566.50	402 AL

Project Number	Grantee	Project Title	Awarded Amount	Funding Source
12-AL-03-001	Traffic and Highway Safety Division	Impaired Driving Program	$ 23,500.00	402 AL
		Total 402 AL	**$ 39,066.50**	
12-YA-03-001	Traffic and Highway Safety Division	Youth Alcohol Program Coordination	$ 74,126.63	402 YA
		Total 402 YA	**$ 74,126.63**	
12-K9-04-009	Missouri Safety Center	LETS Training	$ -	408
12-K9-04-003	MO State Highway Patrol	MUAR Revision	$ 290,154.00	408
12-K9-04-004	MO State Highway Patrol	Crash Report Data Quality Control	$ -	408
12-K9-04-011	MO State Highway Patrol	Statewide Traffic Accident Records Sys.	$ 97,924.00	408
12-K9-04-005	Office of State Courts Administrator	Municipal Court Automation	$ 268,450.00	408
12-K9-04-001	REJIS	LETS Hosting and Support	$ 172,020.00	408
12-K9-04-002	Springfield Police Dept.	Part-time Data Entry	$ 4,000.00	408
12-K9-04-012	St. Louis County Police Dept.	Electronic Ticketing	$ 20,000.00	408
12-K9-04-006	Traffic and Highway Safety Division	Traffic Records Data Improvement	$ 3,809.16	408
12-K9-04-007	Traffic and Highway Safety Division	Traffic Records Program Coordination	$ 5,000.00	408
12-K9-04-008	Traffic and Highway Safety Division	Engineering Coordination	$ 1,500.00	408
12-K9-04-010	University of Central Missouri	Traffic Data Standardization Project	$ -	408
		Total 408	**$ 862,857.16**	
12-K8-03-022	Arnold Police Dept.	Sobriety Checkpoint/DWI Saturation/YA	$ 23,996.00	410
12-K8-03-023	Ballwin Police Dept.	DWI Detection	$ 7,518.00	410
12-K8-03-102	Barry County Sheriff's Office	DWI Enforcement	$ 3,000.00	410
12-K8-03-103	Boone County Sheriff's Dept.	Breath Alcohol Testing Vehicle	$ 40,000.00	410
12-K8-03-024	Breckenridge Hills Police Dept.	Sobriety Checkpoint & DWI Saturation	$ 7,537.60	410
12-K8-03-025	Byrnes Mill Police Dept.	DWI & MIP Enforcement	$ 16,992.00	410
12-K8-03-026	Calverton Park Police Dept.	Sobriety Checkpoint Enforcement	$ 5,000.00	410
12-K8-03-001	Cass County Sheriff's Office	Sobriety Checkpoint / DWI Enforcement	$ 12,750.00	410
12-K8-03-027	Charlack Police Dept.	Sobriety Checkpoint and DWI Wolfpack	$ 16,876.59	410
12-K8-03-028	Chesterfield Police Dept.	Sobriety Checkpoint & DWI Saturation	$ 18,748.00	410
12-K8-03-002	Chillicothe Police Dept.	DWI Enforcement	$ 2,500.00	410
12-K8-03-003	Chillicothe Police Dept.	Youth Alcohol Enforcement	$ 1,400.00	410

Project Number	Grantee	Project Title	Awarded Amount	Funding Source
12-K8-03-049	Columbia Police Dept.	Full Time DWI Enforcement Unit	$ 67,735.52	410
12-K8-03-050	Columbia Police Dept.	Sobriety Checkpoints/Saturation Patrols	$ 22,000.00	410
12-K8-03-029	Cottleville Police Dept.	DWI Enforcement	$ 5,013.10	410
12-K8-03-030	Creve Coeur Police Dept.	You Drink You Drive You Lose	$ 3,000.00	410
12-K8-03-031	Creve Coeur Police Dept.	BAT Van	$ 5,900.00	410
12-K8-03-033	Creve Coeur Police Dept.	DWI Officer	$ 45,378.00	410
12-K8-03-034	Creve Coeur Police Dept.	Sobriety Checkpoints	$ 15,975.00	410
12-K8-03-032	Des Peres Dept. of Public Safety	DWI Enforcement	$ 3,200.00	410
12-K8-03-016	Eastern Missouri Law Enforcement Training Academy	DRE Training	$ 10,000.00	410
12-K8-03-035	Ellisville Police Dept.	Driving While Intoxicated	$ 7,500.00	410
12-K8-03-036	Eureka Police Dept.	Sobriety Checkpoint, Saturation & YA	$ 18,485.88	410
12-K8-03-037	Festus Police Dept.	DWI Enforcement & Youth Alcohol	$ 30,500.00	410
12-K8-03-038	Foristell Police Dept.	DWI Enforcement Foristell 2012	$ 2,731.25	410
12-K8-03-039	Franklin County Sheriff's Dept.	Traffic Safety/DWI Unit	$ 93,600.00	410
12-K8-03-040	Franklin County Sheriff's Dept.	Checkpoint, Saturation & Youth Alcohol	$ 43,005.00	410
12-K8-03-004	Gladstone Dept. of Public Safety	DWI Enforcement	$ 11,000.00	410
12-K8-03-005	Grain Valley Police Dept.	DWI Enforcement	$ 2,000.00	410
12-K8-03-006	Grandview Police Dept.	DWI Wolfpack / Sobriety Checkpoint	$ 10,000.00	410
12-K8-03-007	Harrisonville Police Dept.	DWI Enforcement / Sobriety Checkpoint	$ 4,000.00	410
12-K8-03-041	Hazelwood Police Dept.	Hazelwood PD BAT Van Operator	$ 5,616.00	410
12-K8-03-042	Hazelwood Police Dept.	Sobriety Checkpoint & DWI Saturation	$ 22,514.40	410
12-K8-03-043	Herculaneum Police Dept.	DWI Enforcement	$ 6,998.40	410
12-K8-03-015	Jackson County Sheriff's Office	Sobriety Checkpoint / DWI Enforcement	$ 42,000.00	410
12-K8-03-059	Jasper County Sheriff's Office	DWI Wolfpack Detail	$ 23,000.00	410
12-K8-03-044	Jefferson County Sheriff's Office	DWI Enforcement Unit	$ 87,553.19	410
12-K8-03-045	Jefferson County Sheriff's Office	Sobriety Checkpoint	$ 57,529.20	410
12-K8-03-046	Jefferson County Sheriff's Office	Youth Alcohol Enforcement	$ 119,990.55	410
12-K8-03-100	Kansas City MO Board of Police Commissioners	DWI/DRE Conference	$ 2,000.00	410
12-K8-03-047	Lake St. Louis Police Dept.	DWI Saturation Patrols	$ 3,010.00	410
12-K8-03-069	Lebanon Police Dept.	Sobriety Checkpoint/DWI Patrols	$ 5,000.00	410
12-K8-03-048	Manchester Police Dept.	Manchester City Wide DWI Patrol	$ 4,500.00	410
12-K8-03-051	Maryland Heights Police Dept.	DWI Enforcement	$ 9,004.05	410

Project Number	Grantee	Project Title	Awarded Amount	Funding Source
12-K8-03-021	Missouri Police Chiefs Association	DITEP 2011-12	$ 40,249.49	410
12-K8-03-018	Missouri Southern State University	Alcohol Training for L.E. Officers	$ 69,000.00	410
12-K8-03-019	MO Office of Prosecution Services	Traffic Safety Resource Prosecutor	$ 188,161.16	410
12-K8-03-020	MO State Highway Patrol	DRE, BAC, SFST & DRE Conf	$ 73,216.00	410
12-K8-03-084	MO State Highway Patrol	Highway Patrol Sobriety Checkpoint	$ 200,275.00	410
12-K8-03-093	MO State Highway Patrol	DWI Saturations	$ 201,300.00	410
12-K8-03-094	MO State Highway Patrol	Aggressive Impaired Driving Enforcement	$ 52,200.00	410
12-K8-03-095	MO State Highway Patrol	Lake Ozark DWI Prevention	$ 27,072.00	410
12-K8-03-070	Nevada Police Dept.	DWI Enforcement	$ 4,122.50	410
12-K8-03-071	Nixa Police Dept.	Sobriety Checkpoint / Saturation Patrols	$ 15,000.00	410
12-K8-03-052	O'Fallon Police Dept.	DWI Saturation Enforcement (Wolfpack)	$ 12,019.97	410
12-K8-03-053	O'Fallon Police Dept.	DWI Checkpoint	$ 13,536.00	410
12-K8-03-054	Olivette Police Dept.	DWI Checkpoint & Saturation Patrol	$ 10,800.00	410
12-K8-03-073	Osage Beach Police Department	DWI Enforcement	$ 6,000.00	410
12-K8-03-055	Overland Police Dept.	Checkpoint , Saturation & Youth Alcohol	$ 22,487.33	410
12-K8-03-074	Ozark Police Dept.	DWI Checkpoint	$ 7,500.00	410
12-K8-03-008	Peculiar Police Dept.	DWI Enforcement	$ 3,500.00	410
12-K8-03-075	Phelps County Sheriff's Dept.	DWI Enforcement Project	$ 8,000.00	410
12-K8-03-076	Pike County Sheriff's Office	DWI Enforcement	$ 5,000.00	410
12-K8-03-009	Platte County Sheriff's Office	DWI Enforcement / Sobriety Checkpoint	$ 4,290.00	410
12-K8-03-077	Potosi Police Dept.	DWI Enforcement	$ 5,000.00	410
12-K8-03-010	Raymore Police Dept.	Sobriety Checkpoint DWI / Enforcement	$ 18,770.00	410
12-K8-03-078	Republic Police Dept.	Sobriety Checkpoint/Saturation Patrols	$ 12,000.00	410
12-K8-03-011	Riverside Dept. of Public Safety	DWI Enforcement	$ 3,000.00	410
12-K8-03-079	Rolla Police Dept.	Sobriety Checkpoints/Saturation Patrols	$ 14,000.00	410
12-K8-03-080	Scott County Sheriff's Office	DWI Enforcement	$ 3,000.00	410
12-K8-03-056	Sedalia Police Dept.	DWI Enforcement	$ 7,000.00	410
12-K8-03-081	Springfield Police Dept.	Youth Alcohol Enforcement	$ 50,000.00	410
12-K8-03-057	St. Charles City Police Dept.	Checkpoint, Saturation & Youth Alcohol	$ 29,025.00	410
12-K8-03-058	St. Charles County Sheriff's Dept.	Checkpoint, Saturation & Youth Alcohol	$ 45,150.00	410
12-K8-03-060	St. Clair Police Dept.	DWI Enforcement	$ 4,014.00	410
12-K8-03-061	St. John Police Dept.	Sobriety Checkpoint & DWI Saturation	$ 22,475.00	410

Project Number	Grantee	Project Title	Awarded Amount	Funding Source
12-K8-03-013	St. Joseph Police Dept.	Midland Empire Alcohol Task Force	$ 19,200.00	410
12-K8-03-014	St. Joseph Police Dept.	Sobriety Checkpoint	$ 5,195.00	410
12-K8-03-101	St. Joseph Police Dept.	DRE National Conference	$ 2,000.00	410
12-K8-03-062	St. Louis Metro Police Dept.	Sobriety Checkpoints	$ 162,498.00	410
12-K8-03-063	St. Peters Police Dept.	Sobriety Checkpoint	$ 21,003.84	410
12-K8-03-082	St. Robert Police Dept.	Sobriety Checkpoint	$ 7,500.00	410
12-K8-03-083	Ste. Genevieve County Sheriff's Office	DWI Enforcement	$ 10,000.00	410
12-K8-03-085	Stone County Sheriff's Office	Sobriety Checkpoint/Saturation Patrols	$ 10,000.00	410
12-K8-03-086	Strafford Police Dept.	DWI Enforcement	$ 3,000.00	410
12-K8-03-072	Sugar Creek Police Dept.	DWI enforcement	$ 3,000.00	410
12-K8-03-087	Thayer Police Dept.	DWI Enforcement	$ 2,000.00	410
12-K8-03-017	Traffic and Highway Safety Division	Drug Recognition Expert (DRE)	$ 15,000.00	410
12-K8-03-096	Traffic and Highway Safety Division	Sobriety Checkpoint Equipment	$ 42,230.00	410
12-K8-03-097	Traffic and Highway Safety Division	Breath Alcohol Testing Vans	$ 125,000.00	410
12-K8-03-098	Traffic and Highway Safety Division	Travel Training Sponsorship	$ 10,000.00	410
12-K8-03-099	Traffic and Highway Safety Division	Alcohol Coordination	$ 80,000.00	410
12-K8PM-03-001	Traffic and Highway Safety Division	Impaired Driving Campaign	$ 250,000.00	410
12-K8-03-064	Troy Police Dept.	Sobriety Checkpoint & DWI Saturation	$ 12,480.00	410
12-K8-03-065	Union Police Dept.	DWI Wolfpack Enforcement	$ 11,978.00	410
12-K8-03-066	University City Police Dept.	DWI Enforcement	$ 9,990.00	410
12-K8-03-067	Velda City Police Dept.	OPERATION RED EYE	$ 6,494.00	410
12-K8-03-088	Vernon County Sheriff's Office	Sobriety Checkpoints/Saturation Patrols	$ 5,000.00	410
12-K8-03-089	Washington County Sheriff's Dept.	DWI Enforcement	$ 11,995.00	410
12-K8-03-068	Washington Police Dept.	DWI & Youth Alcohol Enforcement	$ 9,000.00	410
12-K8-03-090	Webster County Sheriff's Office	DWI Enforcement	$ 8,000.00	410
12-K8-03-091	West Plains Police Dept.	DWI Enforcement	$ 3,287.52	410
12-K8-03-092	Willow Springs Police Dept.	Sobriety Checkpoint	$ 3,000.00	410
		Total 410	$ 2,972,072.54	
		TOTAL	$ 47,735,005.09	